

FLORIDA

Highways



Official Publication of
STATE ROAD DEPARTMENT OF FLORIDA

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NUMBER 11

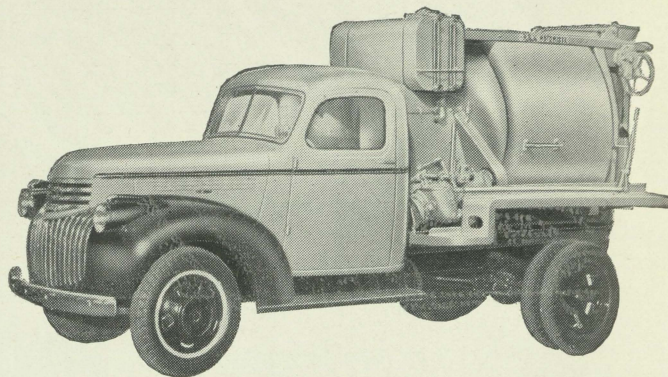
OCTOBER 1941

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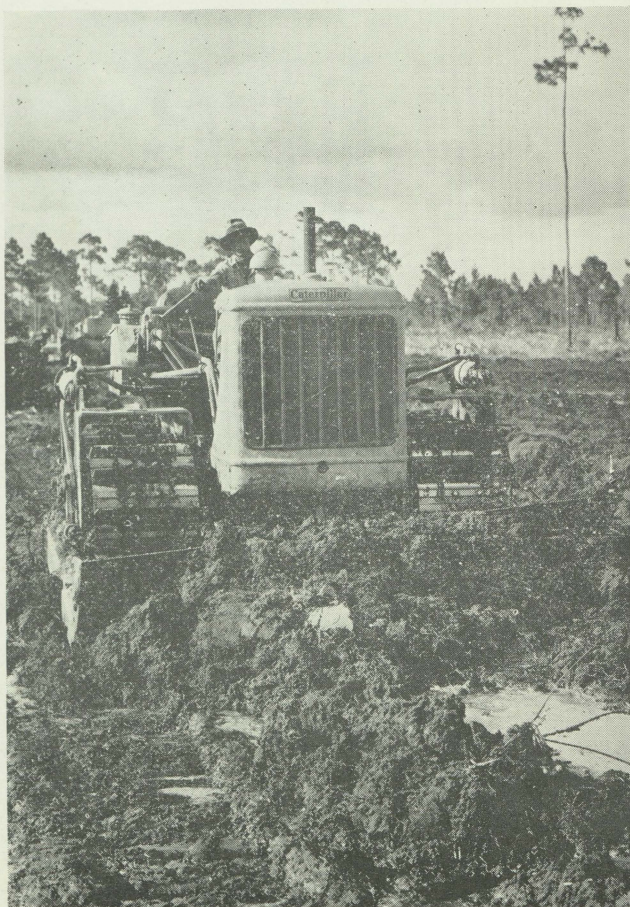
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Transactions of Meeting of Florida State Road Department

HELD AT TALLAHASSEE ON SEPTEMBER 22

The State Road Department of Florida held its third quarterly meeting for the year 1941 on September 22, at Tallahassee, with the following members and officials in attendance:

Thos. A. Johnson, Chairman
Jack F. Townsend, Member
James R. Stockton, Member
Harry H. Hector, Member
H. H. Baskin, Secretary
L. A. Fraleigh, Jr., Asst. Secretary
L. K. Cannon, Asst. State Highway Engineer

R. J. Waterston, Jr., Auditor.
T. M. Shackelford, Jr., Attorney.
LaMar Sarra and R. W. Ervin, Jr., Assistant Attorneys, E. C. DeGarmo, Assistant State Highway Engineer, and J. W. Allen, John R. Slade, H. H. McCallum, N. S. Emery and W. D. LeVelle, Division Engineers, were also present.

At the request of Mr. Nixon Butt, member from the Fifth District, who was unable to attend the meeting because of illness, Mr. John G. Baker of Orlando was present as Mr. Butt's personal representative.

APPROVAL OF MINUTES

On motion of Mr. Stockton, seconded by Mr. Hector, the minutes of the meeting held at Lakeland on June 30 were approved.

APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Hector, seconded by Mr. Stockton, the expense accounts of the members were approved and ordered paid, as follows:

Townsend	\$68.40
Townsend	15.03
Stockton	9.65
Johnson	20.30
Johnson	19.20
Johnson	3.77
Hector	11.65
Butt	19.33

APPROVAL OF CONTRACTS AWARDED SINCE LAST MEETING

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects and for the furnishing of certain materials, supplies and equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

(See table on page 31)

CHIPOLA RIVER BRIDGE AT SCOTT'S FERRY, ROAD 6

APPLICATION TO WAR DEPARTMENT

On motion of Mr. Townsend, seconded by Mr. Hector, the following resolution was adopted:

BE IT RESOLVED, that the Chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge over the Chipola River at Scott's Ferry, approximately twelve miles south of Blountstown, Road 6, Calhoun County, Florida, which said bridge shall be constructed according to the plans submitted by the Department.

OLETA RIVER BRIDGE, ROAD 270 APPLICATION TO WAR DEPARTMENT

On motion of Mr. Hector, seconded by

Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED, that the Chairman be and he is hereby authorized to make application to the War Department for their approval of the reconstruction of a bridge over the Oleta River, approximately 7 miles north of Miami, Road 270, Dade County, Florida, which said bridge shall be reconstructed according to the plans submitted by the Department.

MARTIN COUNTY - ROAD 85 - PROJECT

988 - CANCELLATION OF RIGHT OF WAY CONTRACT BOND

On motion of Mr. Hector, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that the Fidelity & Casualty Co. of N. Y. is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Martin County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 18th day of March, A. D. 1940, in the penal sum of \$1,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 18th day of March, A. D. 1939, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 988, of State Road No. 85, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in anywise impaired, modified or affected.

POLK COUNTY - ROAD 8 - PROJECT 175-D - CANCELLATION OF RIGHT OF WAY CONTRACT BOND

On motion of Mr. Townsend, seconded by Mr. Hector, the following resolution was adopted:

BE IT RESOLVED that Globe Indemnity Company of New York is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Polk County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 27th day of December, A. D. 1935, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 27th day of December, A. D. 1935, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 175-D of State Road No. 8, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in anywise impaired, modified or affected.

POLK COUNTY - ROAD 8 - PROJECT 175-H - CANCELLATION OF RIGHT OF WAY CONTRACT BOND

On motion by Mr. Townsend seconded by Mr. Hector, the following resolution was adopted:

BE IT RESOLVED that the Fidelity & Casualty Company of N. Y. is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Polk County, as principal, and said corporation as surety, to this Department, as obligee, dated the 19th day of May, A. D. 1937, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain right of way con-

tract dated the 19th day of May, A. D. 1937, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 175-H, of State Road No. 8, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in anywise impaired, modified or affected.

SANTA ROSA COUNTY - ROAD 10 - PROJECT 246-A - CANCELLATION OF RIGHT OF WAY CONTRACT BOND

On motion of Mr. Hector, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that U. S. Fidelity & Guaranty Company is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Santa Rosa County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 15th day of March, A. D. 1938, in the penal sum of \$1,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 8th day of March, A. D. 1938, between the said County and this Department, concerning the acquisition of said County of rights of way to this Department for Project No. 246-A, of State Road No. 10, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in anywise impaired, modified or affected.

RENEWAL OF LEASE OF THE BRIDGE OF LIONS, ST. AUGUSTINE

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that the Chairman and Secretary of this Department be and they are hereby authorized and directed to execute on behalf of this Department, renewal of the lease of the Bridge of Lions, St. Augustine, for the year beginning September 1, 1941, under the same terms of the previous lease.

REQUESTS FOR RIGHT OF WAY

The usual resolution requesting the county to furnish the Department with necessary right of way was regularly adopted covering each of the projects listed below. These resolutions are set out in full in the recorded minutes.

First District		
County	Road	Project
DeSoto	86	990
Hardee	2	1045
Highlands	341	5621
Hillsborough	17	1065
Hillsborough	17 to Vera St.	5591
Manatee	5	570
Pasco	23	940-A
Pinellas	17	731
Second District		
County	Road	Project
Clay	13	607-B
Duval	1	674
Duval	13	607-B
Duval	376	FAS 56-A
Lafayette	92	5605
Third District		
County	Road	Project
Bay	10	767 & 767-B
Calhoun	6	501-B
Calhoun	84	851
Calhoun	159	5274
Escambia	341	5541 Ext.
Escambia	341	5585

(Continued on page 31)

OCTOBER ROAD DETOUR BULLETIN

By THOMAS A. JOHNSON, CHAIRMAN

Effective from Oct. 15 to Nov. 15, 1941

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Fla. Road No. 52

Bay County—Proceed slowly with caution on Lynn Haven Bridge which is being worked on.

Fla. Road No. 62

Santa Rosa County—Six miles of detour necessary only during bad weather, between Cold Water Creek and Florida Road No. 37.

Fla. Road No. 69

Lafayette County—Mayo to Dixie County line being paved. Local detours on road shoulders. Five months.

Fla. Road No. 79

Polk County—Road under construction for 5.584 miles between Mulberry and Hillsborough County line. Through traffic detoured via Lakeland.

Fla. Road No. 85

Martin County—From three miles east of Indiantown to eleven miles east, local traffic will use one-way trails paralleling project. Through traffic routed through Jupiter via Roads 29 and 4.

Fla. Road No. 106

Madison County—Road between Madison and Lafayette County line being graded. Short local detours. One month.

Fla. Road No. 135

Liberty County—Detour over county roads from Liberty to south of Vilas. Seven miles.

Fla. Road No. 140

Broward County — From Dade County line to intersection with Fla. 518 traffic moves through construction operations, governed by proper signs and flagmen.

Fla. Road No. 164

Collier County—Bridges lying between Sunniland and four miles south under construction. One-way detour bridges provided.

Collier County—Road under construction from Immokalee to ten miles south. No detour. Traffic will use grade, moving under direction.

Fla. Road No. 164

Hendry County—Road under construction for about five miles between seven and 12.2 miles south of LaBelle, is open to light traffic only and it to proceed with caution. Two months.

Fla. Road No. 261

Bradford County—Bridge on Road between Road No. 13 in Starke and Clay County line under construction. Local detour on unpaved streets around new bridge. Four months.

Clay County — New location between Bradford and Putnam County lines. Use old road. Six months.

Fla. Road No. 486

Union County—New location from Alachua County line to Road No. 56 east of Providence under construction. Use old road. One month.

Fla. Road No. 500

Leon County—Detour over State Road 76 and county roads west between Tallahassee and Ocklocheonnee River.

U. S. Highway No. 19

Taylor County—Road between Tennille and Salem being paved. Heavy traffic between Perry and Williston advised to use U. S. No. 41 and Fla. 5-A through Mayo, Branford, High Springs and Archer, marked as temporary U. S. Highway 19. Four months.

Fla. Road No. 550

Clay County — New Location between Road No. 38 at Camp Blanding and old Road No. 68 south of Middleburg being constructed. Use old road. Five months.

Fla. Road No. 1—U. S. Highway 90

Baker County—Bridge between Glen St. Mary and Macclenny under construction. Local detour provided. Eight months.

Fla. Road No. 2

Lee County—Bridge over Billys Creek (Ft. Myers) under construction. Detour over adjacent streets. Two months.

Fla. Road No. 3—U. S. Highway 17

Duval County—Road being paved between Jacksonville and Yulee. Road will be closed part of time to heavy traffic and it directed over roads Fla. 4 and 13 via Callahan.

Fla. Road No. 4—U. S. Highway 1

Palm Beach County—Shoulder stabilization work in progress for 1½ miles between Jupiter and Martin County line. Travel one-way at direction of flagmen in daytime. Entire road open at night.

Fla. Road No. 5—U. S. Highway 41

Citrus County—Local detour about one-fourth mile long just south of Inverness. Three months.

Fla. Road No. 8

Okeechobee County—Construction of overpass at S.A.L. tracks in Okeechobee requires detour over connecting links between Road No. 8 and Road No. 85.

Polk County—Sections between Frostproof and Lake Wales, totaling about six miles, under construction. Light local traffic will use detour on clay roads. Heavy through traffic detour over Roads 30 and 79. Six months.

Fla. Road No. 15

Levy County—Road being paved between Otter Creek and Lebanon. Local detours. Six months.

Fla. Road No. 18

DeSoto County—Bridge over middle fork of Horse Creek, between Arcadia and Manatee County line under construction. Detour over adjacent paved roads provided.

Fla. Road No. 24

Brevard County—Temporary bridges to draw span. Have been thoroughly reinforced to accommodate heavy Navy Department traffic at Banana River air base. Eau Gallie and Banana River bridges are not able to carry heavy traffic.

Fla. Road No. 26

Broward County—Road from Davie to Andrews avenue in Fort Lauderdale closed. Detour provided over county road through Davie, connecting No. 149 with No. 26.

Fla. Road No. 27—U. S. Highway 94

Dade County—From Miami to city limits west ten miles work is in progress. One-way detour provided along project, with signal lights governing traffic. Detour on project only one-half mile long.

Fla. Road No. 35

Madison County—Road being surface treated between Greenville and Taylor County line. Traffic will encounter local detours and slight delays. One month.

Fla. Road No. 36

Citrus County—Local detour between west end of present Road 36 and Road No. 5.

Fla. Road No. 40

Walton County—Detour timber bridge across "Big Swamp Creeks," between State Road No. 1 and Alabama State line.

Fla. Road No. 40

Walton County—Southbound traffic right half mile south of DeFuniak Springs and detour six miles over partly paved road. Northbound turn left four miles south of DeFuniak Springs and detour 4½ miles over partly paved roads. One month.

Fla. Road No. 44

Volusia County — Traffic must proceed with extraordinary caution between St. Johns River and Brevard County line.



STATE ROAD DEPARTMENT
OF FLORIDA

10c a Copy

\$1.00 a Year

VOLUME 9

OCTOBER 1941



NUMBER 11

Also authorized medium of State Highway
Patrol, the Motor Vehicle Division and other
State departments.

Published monthly and entered as second-
class matter July 11, 1941, at the post-
office at Winter Garden, Florida, under the
Act of March 3, 1879.

J. E. ROBINSON.....

SAM ELLIS.....

FRANK P. BEDDOW.....

Publisher

Editor

Advertising Representative

A magazine of general circulation and general public interest dedicated to construction and
improvement of Florida highways, to traffic safety, public education and all that these imply
in the future development of all of Florida's resources and possibilities. Not published at
State expense.

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FLORIDA FOURTH ESTATE

Let's Look At The Patrol

The Florida State Highway Patrol is swinging into a more effective role now because it has been in operation long enough for greater efficiency and nearly 100 young men of character and common sense have been added to the force during recent weeks.

The most important fact for the public to keep in mind is that the patrolmen are on the highways primarily to help motorists, not primarily to arrest them.

The patrolman is the motorists' friend. When a motorist sees a patrol car moving along the highway, he can feel pretty certain that he is moving in reasonably safe traffic. There's something about the appearance of a patrol car that tends to bring reckless drivers to their senses.

Contrary to the impression gained by some individuals, the patrolmen do not watch a man get drunk at a jook joint then follow him after he gets into his car and arrest him. They have orders to go to the drunk if they see him before he gets into his car and warn him to let somebody else drive.

All the patrolmen, being human, will fumble the ball occasionally, but, on the whole, they're a decent lot of men with balance and courage, and the motorists who tamper with them are simply looking for trouble.

The motorist who balks at a call-down, takes the name and badge number of a patrolman and threatens to have the patrolman fired is showing a sorry spirit and deserves little or no consideration.

The patrolmen have orders to treat big shots and little shots alike. An automobile improperly driven is a dangerous vehicle, regardless of the size of the shot behind the steering wheel.—*Lakeland Ledger*.

Have Your Car In Shape

Florida has had a tragic highway accident record. The highway patrol is meant to help you and me avoid tragedies in our families. It is meant to help us get the most out of our automobiles. It deserves the conscientious cooperation of everyone. The first step in this cooperation is to make sure our car is fit for highway travel. We should check our brakes, our lights, our windshield wiper, our steering; in short, check our car thoroughly. And we should make sure that whenever we drive we have with us both our registration certificate and license card.—*Eustis Lake Region*.

Not Political

Nothing quite so conclusively proves the excellence of Lake County officials as the fact that they have reduced taxes in an "off year" instead of waiting until just before election.—*Clermont Press*.

Overhead

"The Nation's greatest running expenses are autos."—*Bradenton Herald*.

Rare

"The reason that truth is stranger than fiction is that truth doesn't come around so often."—*Wewahitchka Breeze*.

Looks Good for Florida

Things look good for Florida in many ways, including prospective high prices for crops, such as Sea Island cotton, early oranges and cattle.

Optimists look for Hamlins to bring \$1.25 a box on the tree, cotton to range around 45 to 50 cents and cattle to top ten cents with increasing regularity.

Calves have already gone above that delectable figure on the Kissimmee auctions and the best of the beeves are yet to come.

More people have incomes and wages than last year and consequently are buying more, with the prospect of a rise of perhaps 5 percent in food prices, by the end of the year.

While efforts to control prices are being strongly put forth, the program has many hurdles to jump before it may be pronounced fully effective.

The millions of defense money continue to pour into the State and they are beginning to spread so as to raise the level of prosperity in all the counties.

We don't know what the long future has in store, but the near future is bright indeed and we may as well bask in the sunlight while we can.—*Orlando Morning Sentinel*.

What Lawyers Did

From the lawyers' standpoint, perhaps the most important undertaking of the Bar Association was its sponsorship of a revision of the Florida statutes. This work, begun two years ago by the attorney general's office, will furnish the Florida statutes in one volume revised to date. The last previous revision was in 1919.

All these forward steps reflect credit on the legal profession in Florida. But what is even more important they promise to make more effective the administration of justice and win increasing public respect for the courts.—*Palm Beach Post*.

Busy State Markets

The Florida Department of Agriculture, of which Commissioner Nathan Mayo is head, is well satisfied with the record made by the various State farmers' markets throughout Florida during the recent fruit and vegetable season.

The markets handled a total of \$11,000,000 in sales, which was \$3,000,000 more than for the previous year. That is a substantial growth.—*Bradenton Herald*.

For Best Defense

The more red tape the government cuts in all-out aid for Britain and building up the Nation's defense program the less red blood will have been spilled when the racket's over.—*Milton Gazette*.

Once A Flyer

When Governor Holland confers wings upon a class of aviators they are given by a flier, himself. He wears the Distinguished Service Cross for bravery as a World War flier.—*Clermont Press*.

Tax Law Upheld

It was to be expected that a multiplicity of suits would be launched against Governor Spessard L. Holland's tax return measures, but it is gratifying that the first attack on the new laws resulted in victory for the State.

Judge E. C. Welch of Panama City, has ruled that the Assessor of Bay County must fix his valuations on property at 100 percent of worth, regardless of the fact he had prepared the 1941 assessment roll before the new laws became effective.

The judge's ruling is based upon the theory that the legislature has ample authority to change the tax law at its pleasure, so long as it stays within the uniform provisions of the State constitution.

If Bay County had been permitted to get away with an assessment made prior to the effective date of the new laws, the whole program would have been thrown out of joint, for it would have been legal discrimination against those counties that have reassessed upon the 100-percent-valuation plan.

There will be other suits, of course, brought by disgruntled taxpayers who prefer avoidance to paying their governmental bills, but we feel that Judge Welch's ruling will become the pattern for the State.

It is better so. Real tax assessment and real collection ultimately will mean less of a tax burden for all property owners—except those who have chiseled their way for the last generation. And they ought to be made to pay their share, anyhow.—*Miami Herald*.

Beef From Molasses

Of vital interest to south Florida is the news that United States Sugar Corporation is arranging to continue its steer-fattening experiments at Clewiston on an even larger scale than before.

Their significance lies in the fact that the company's aim is to turn ordinary Florida range cattle into high grade beef with feeds that are mainly produced or are capable of being grown in this section of the State.—*Palm Beach Post*.

Few'll Freeze Here

Secretary Ickes warns Nawtheners to expect a fuel shortage next winter. Welcome to Florida!—*Fort Myers News-Press*.

You can reserve a special tag number for your car next year by paying a dollar more. But remember, everybody can't get tag Number 1.—*Titusville Star-Advocate*.

Employment is up; relief is going down; security values and markets have improved. Agriculture is in good shape. Industries are busy. Buy a government bond, watch your step and don't let the war news get you down.—*St. Augustine Record*.

The modern man thinks he is letting his light shine before men when he flashes his headlights.—*Pensacola Journal*.

Watch your driving, and get ready to dodge the other fellow's. Help cut the traffic toll.—*Times-Union*.

EDITORIALS

How About Yourself, Oldtimer?

COMPLAINT from some sections of the State that the driver license examinations are too difficult is ample proof that examining officers of the Florida Department of Public Safety are doing a good job for future safety on the highways of the State.

It is a pity that such examinations could not include motorists already having licenses so that, with one fell swoop, the highways of Florida could be cleared of incompetent, physically or mentally deficient, careless or irresponsible drivers who do not have the proper regard for others willing and anxious to observe the law and rule of the road.

Patrolmen making examinations of new drivers cannot be accused of springing surprises on applicants for license. Every test is based on the essential requirements for safety and courtesy of motoring. Every applicant can make himself proficient in the operation of a motor car and in the interpretation of the Florida highway code by studying the Drivers' Handbook which has been issued by the Department of Public Safety and available to anyone who asks for it. Application of the practices set forth in that booklet will not only safeguard the lives of those who are issued permits to drive but of those persons already proven safe operators of motor vehicles.

Reports from Hillsborough County, whence one complaint was registered with the safety department, shows that out of 455 examined up to that time 69 failed to pass the test for driving. Of these 69 failures 11 were refused a permit because of physical disability, 11 more because they could not drive correctly and the remaining 47 because they were ignorant about driving rules. No one will question the exclusion of the physically unfit. A highway patrolman who did pass a physically unfit driver would only be storing up future trouble for the safety organization—he might be making himself an accessory to sudden death, either of the physically unfit driver or of some unfortunate motorist who would be at the other end of a highway accident. The examining officer certainly cannot be blamed for turning down a person who cannot drive and whose presence on the highway would be a menace to himself and others. Nor can he be criticized for refusing a permit to those who have not demonstrated enough interest in his and other persons' safety to study the rules of the road.

While physical fitness and ability to properly operate a motor car are essential to highway safety, knowledge of the rules of the highway are even more important. A school child alights from a bus and skips across the highway to his home, secure in his knowledge that cars coming from both ways will stop. But, what would happen if the driver of one of those cars did not know that Florida law requires him to stop?

Rejection of an applicant at the first test is not final. If turned down in his eye test he may visit a physician and have his eyes treated, or acquire proper glasses. If he is thrown out because of his driving ability there is

nothing to stop him going out into a wide, open field to practice until he becomes proficient. If he is rejected because of ignorance of the rules of the road he is handed a manual, told to study it and come back again.

The improved standard of driving resulting from the patrol tests is going to be a great factor in reducing Florida's list of highway fatalities. No doubt it will be the reason for some of us, who might otherwise run afoul of an unfit driver, or an incompetent driver, or an ignorant driver, being alive at the end of the year.

Those who have had driving permits and who do not have to take the tests given by the patrol should make this time an opportunity to take stock of their own fitness to use the highways of the State. Even if the law holds them technically qualified, there is only one degree of death should it overtake them on the highway. It's a good time to check up. A good time to ask yourself: Am I as well qualified for highway safety, for myself and others, as those youngsters and newcomers who are proving themselves worthy by actual test of their ability? And, another thing: Is my car as near as possible to being accident-proof?

Double-Cross

PESSIMISTS who believed that politics would crop out sooner or later in the appointment of the Parole Commission despite precautions taken by the Governor and the State cabinet were taken aback this month when the three top men in the examination held by the examining board of unbiased citizens were appointed to positions on the commission.

Thus the newly-instituted body enters its tour of duty with the complete confidence of the public and it is hoped that no act of the commission will alter that feeling. There is no reason why the commission should not function to the benefit of the State and to the many now under the penal system of the State who, undoubtedly, should have another chance at making good.

With appointment of Francis R. Bridges, Jr., Jacksonville, to the six-year term and the chair, the commission gets away to a good start. Bridges, a newspaperman of great experience (he was on the Florida staff of the Associated Press for several years before joining the Times-Union editorial force where he served with Herbert Bayer as legislative correspondent for many sessions of the legislature) has a keen desire to accomplish something that will be of lasting good. He may be counted upon to start the wheels rolling in an efficient manner.

Under the law, the commission initiates its own cases. While the pardon board still remains in existence (composed of the cabinet) its members are quite willing to turn the matter of parole over to the commission and thus escape the horde of petitioners and pardon lawyers periodically invading the capital. It still enjoys the power to grant full pardon but probably considers itself fortunate in having a non-political group to gather, sift and sort the qualifications of those seeking them.

Natural Beauty in Florida...

THE FLORIDA landscape is frequently disappointing to the visitor. The country is too flat, it is said, or it is uninteresting and monotonous. Of course, human nature being what it is, one should not try to determine what another ought to

like, particularly in the matter of landscape; but it is entirely possible that those who find the countryside of Florida uninteresting and monotonous have failed to see it in all of its aspects. True it is mostly flat, though not entirely so. True, too, that it has been irreparably harmed by forest and prairie fires which have raged unchecked over the land for years. But if one looks behind these fire scars it will be found that Florida possesses a wealth of variety in scenery, vegetation and wildlife. And though there is none of the colorful glamor of the West; none of the invigorating whiteness of northern winters; none of the brilliance of autumn foliage as in the upper part of our country; yet, for him who would become acquainted with it, Florida holds no disappointment.

Interested primarily in discovering the aspects of the Florida scene, not in comparing it with other sections of the country, I found it a land of enchantment.

Of course, the original primitive landscape of Florida is to be found today only in isolated areas, particularly in State parks and forests; but this is not so of natural beauty. There are innumerable places where one may

By Devereux Butcher

Courtesy American Forests
The Magazine of
The American Forestry Association

see the fascinating aspects of the Florida wilds. Visit the prairie lands west of the Indian River, a wide stretch of country dotted with clumps of cabbage palms. Here you will see the tall sandhill crane and the rare Audubon's caracara. You will see,

too, the weird limpkin and the little burrowing owl. Explore by boat the rivers with their jungle-covered banks; travel down to the keys where mangroves rise from the sandy reefs of the Gulf of Mexico; see the least tern like a white swallow, and its large red-billed cousin, the royal tern, skimming the green water of the lagoons. Here dwell the kites, the man-o'-war bird with forked tail, and the rarest and largest of herons, the great white.

Visit the beaches of the east coast and watch the lines of brown pelicans flying above the waves; and see, suspended over the ocean, vast cumulous clouds towering into the sky, their billowing tops shifting as they move forward in overwhelming grandeur; journey into the lake region, an expanse of rolling hills covered mile after mile with citrus groves. Near the town of Winter Haven is Lake Eloise, unique among other lakes because of the stand of age-old cypress that encircles it. The trees of this forest grow in the water as well as on land, their bases broadly buttressed and their limbs draped in Spanish moss.

I discovered lovely Lake Eloise one day when, in a row-boat, I emerged from the mouth of an overgrown

A land of enchantment is Florida, where much of the original landscape is preserved and natural beauty is everywhere.



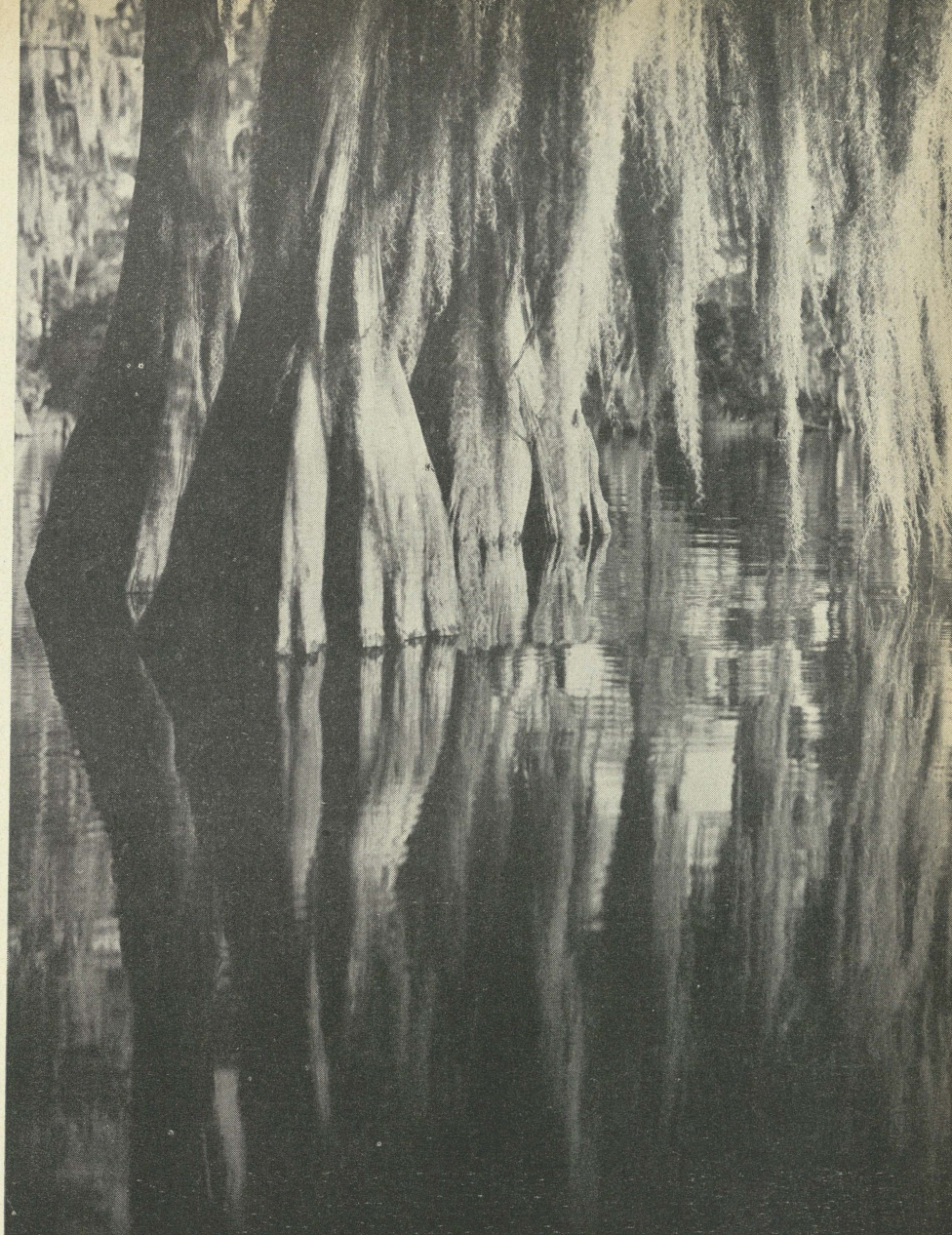
canal. It is a strange, silent place, as fantastic as a fairytale setting. The boat, passing quietly along through the trees, now and again disturbed a Ward's heron which would flap lazily toward open water and disappear. Little green herons fluttered up squawking from muddy banks and vanished among the vines, myrtle trees and cypresses; pairs of wood duck, aroused in their retreat, splashed from the water, circled out and back to alight elsewhere in the forest; and here I saw for the first time a water turkey, a glossy black bird with snake-like neck and narrow head. I stood on the eastern shore of Lake Eloise in the calm of evening. There, in the silence of tall trees mirrored in the water, I watched the sun above the distant shore slipping through purple haze in the western sky.

If you are a seeker after beauty and the rare among the many forms of nature, there is a place in the Florida panhandle you should visit. Along the east bank of the Apalachicola River there is a wilderness area where you will find two of the rarest trees on earth, the Torrey pine and the Florida yew. The first has feathery, bright green foliage very much like that of balsam fir, and bark similar in both texture and color to that of northern white cedar. In appearance the tree somewhat resembles hemlock, but is very much smaller. One ridge in particular contains a fine stand of Torrey pine where their drooping forms add an unusual touch to the forest landscape. This tree is native in only one other place in the world, and that is Palestine.

The range of the yew is even less extensive. It is found in only two small stands right here beside the Apalachicola. In appearance it is a little like the other, but the branches do not droop and the foliage is more bristly, and, oddly enough, the bark is quite like that of eucalyptus, having a reddish tint, and peeling off in large scales.

In the company of these little-known trees you will find all the pines common to the South including the great loblolly and longleaf. On the heights are beeches of massive proportions, oaks, holly, linden, maple, while in the lowlands along the river are sycamores, needle palms, cypress, gum, and two varieties of magnolia, one of which, the large-flowered magnolia—reaches a height of from seventy to a hundred feet. There is yellow-flowering jasmine, wild hydrangea, azalea, and among the Torreya I found many plants of a small, red-flowering trillium whose leaves were decorated with angular mottlings in three shades of green.

Named for the Torrey pine, this wild and little known spot of Florida comprises one of the State parks. Others like it are scattered throughout the State, each



Gray curtains of Spanish moss add mystery to the Florida cypress swamps

containing hundreds, and in some cases, thousands of acres, and each representing a distinct type of country. Fire protection is enforced, and hunting and agriculture are excluded. In them wildlife and the forest are at peace, and here you will see country that looks much as it did previous to the coming of the white man.

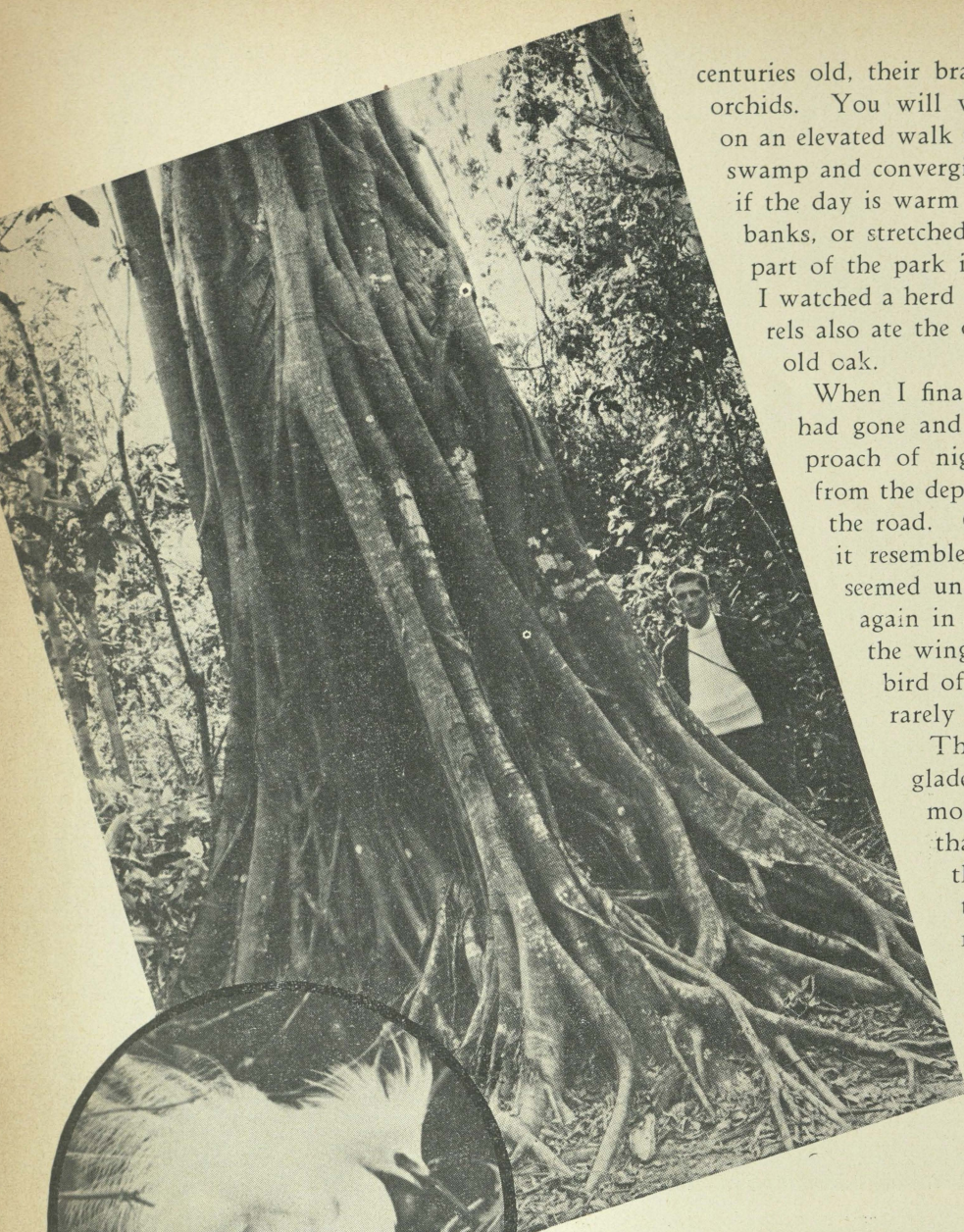
Many miles south of Torreya Park near the typical little central Florida town of Sebring, is another wilderness area known as Highlands Hammock, also a State park, where pine forest, jungle and cypress swamp join in luxuriance of vegetation. At one side of the hammock there is an unusually fine stand of yellow pines. It is unusual owing to the fact that it contains trees of all ages. Though vast parts of Florida are covered by pine forests, it is seldom you will see all ages of trees together, because fire has so repeatedly swept these forests that only the tall old trees remain. When I went to Highlands Hammock it had been under protection for five years. It is an oasis in a land seared and wasted by fire. Here you will also see a forest of cabbage palms, the fan-like fronds rustling in the breeze high overhead. Here are little saw palmettos and needle palms, and in the dense, green jungle are gum, hickory,

centuries old, their branches decked with air plants, mosses and orchids. You will walk dryshod through the cypress swamp on an elevated walk that weaves its way among the trees. The swamp and converging streams are the home of alligators, and if the day is warm you will see them sunning on the grassy banks, or stretched upon the trunk of a fallen tree. In one part of the park is a grove of wild sour orange trees where I watched a herd of deer eating the fallen fruit. Gray squirrels also ate the oranges, or carried them to a hollow in an old oak.

When I finally turned to leave the hammock the sun had gone and twilight filled the jungle. With the approach of night a chuck-will's-widow had come forth from the depths of the forest to sit upon a stump beside the road. One of the oddest among the avian tribes, it resembles the whip-poor-will, but is larger. He seemed unaware of my presence as he flew again and again in butterfly-like gyrations catching insects on the wing. This was a treat, indeed, because it is a bird of nocturnal habits, and consequently is very rarely seen.

The easiest way to obtain a view of the Everglades is to follow the Tamiami Trail by automobile, but this way one does not get to know that part of Florida which is so different from the rest. Here again it is necessary to leave the beaten path and plunge into the wilderness. In the Everglades there are many

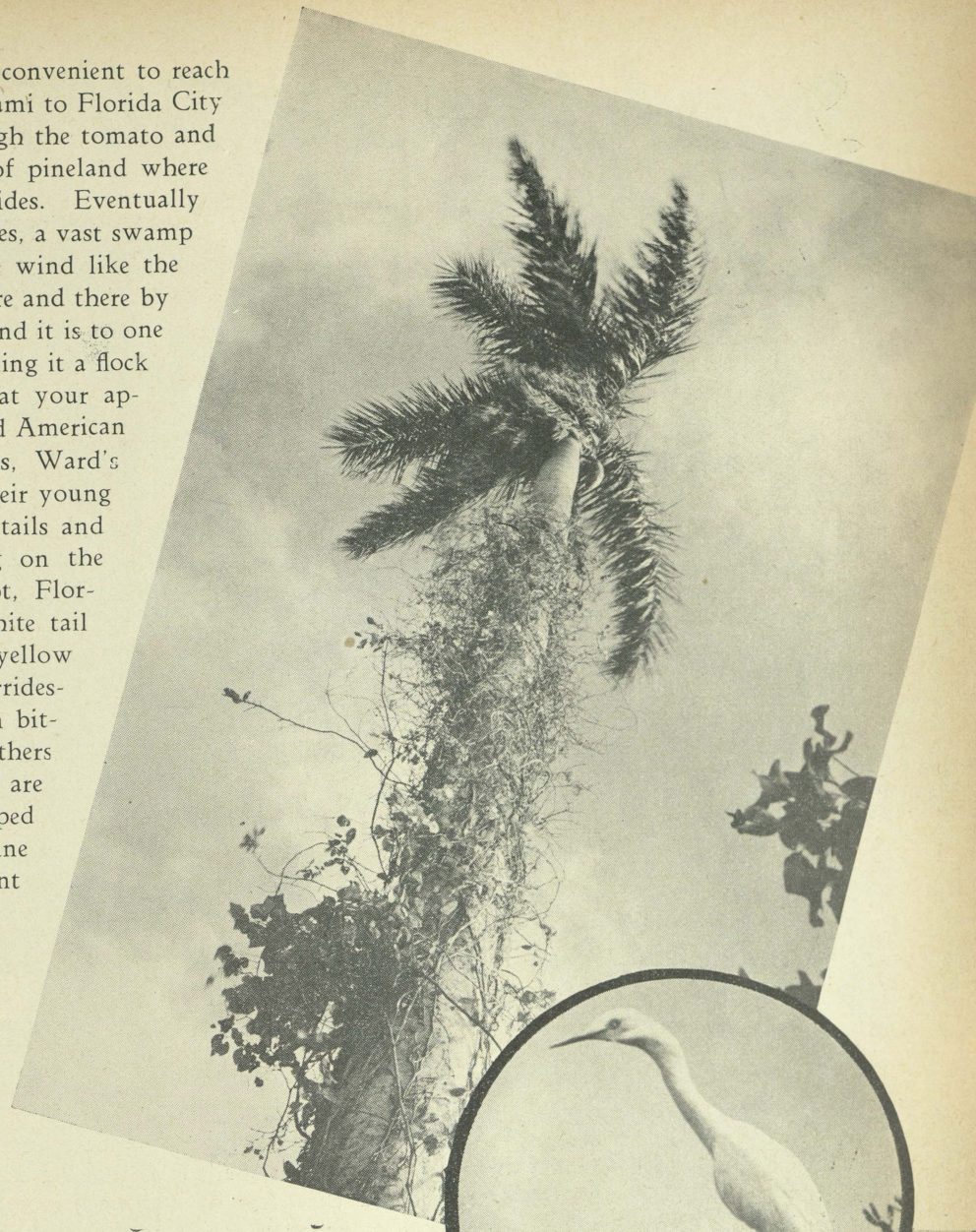
Above, one of the strangest trees in North America is the strangling fig, found in Florida's humid forests. Center, snowy heron. Below, the richness of the Florida jungle is found at Highlands Hammock, near Sebring.



places to choose from, but one of the most convenient to reach is Royal Palm Hammock. Go south of Miami to Florida City and turn right. Your road will pass through the tomato and avocado country, and then through miles of pineland where slim, straight trunks surround you on all sides. Eventually the sandy road takes out across the Everglades, a vast swamp grown thick with sawgrass blowing in the wind like the waves of the sea. The expanse is broken here and there by hammocks, or islands, of dense vegetation, and it is to one of these that the road leads; but before reaching it a flock of herons and other aquatic birdlife rises at your approach. You will see the large yellow-billed American egrets in white plumage, Louisiana herons, Ward's herons, and many little blue herons with their young in white. Nearby is a pool filled with cattails and surrounded with shrubbery. Swimming on the water you will see pied-billed grebes, coot, Florida gallinules with bright red bill and white tail feathers, purple gallinules with bills of yellow and red, their heads, necks and breasts of iridescent purple, and beyond them an American bittern standing nearly invisible, his feathers blending with the cattails. In the shrubs are numerous white ibises with pink, sickle-shaped bills, and water turkeys whose feathers shine in the sun. The air is filled with incessant calls.

(Continued on page 26)

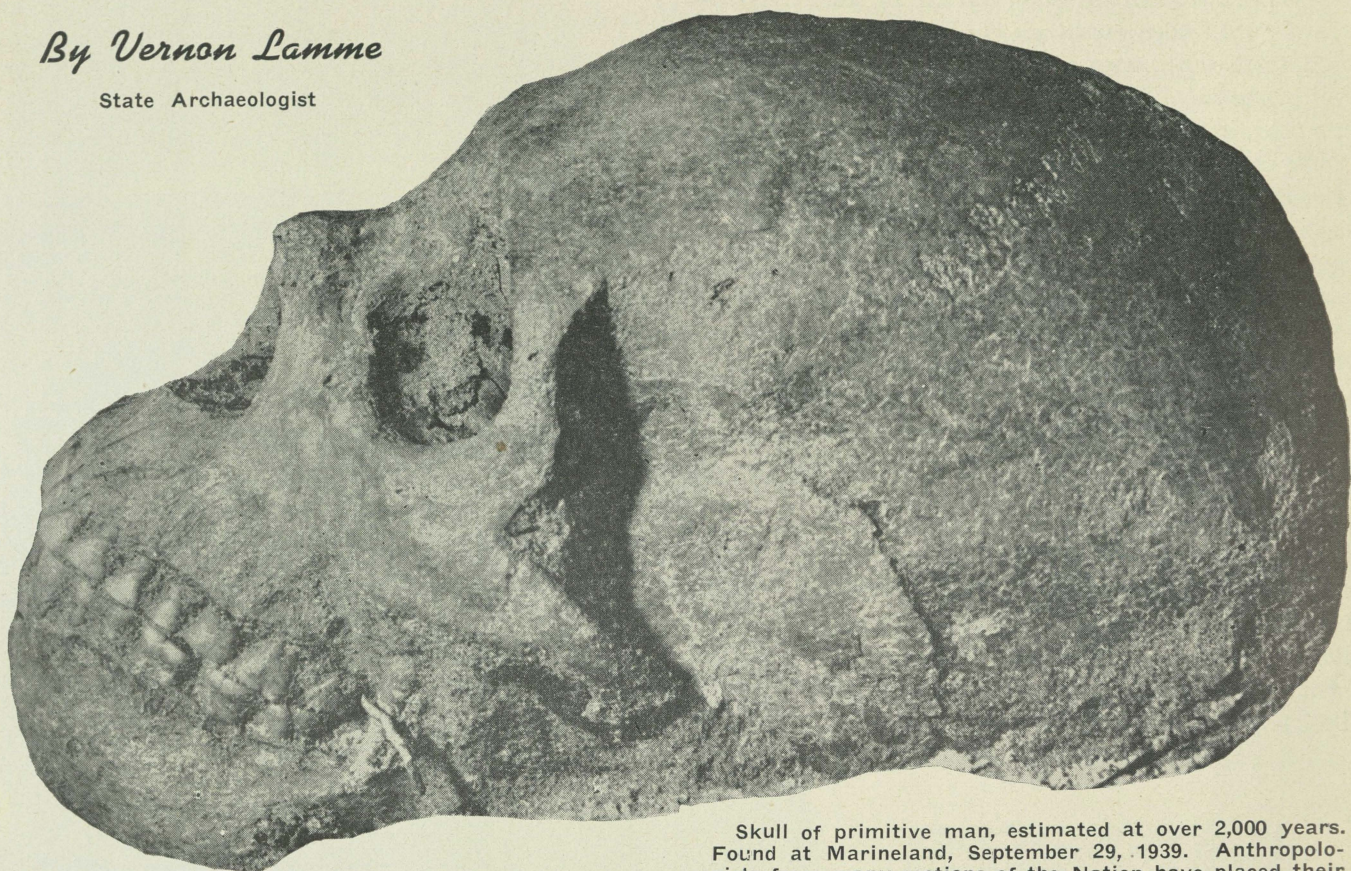
Above, the stately royal palm, native to one small area in the United States—the Florida everglades. Center, snowy egret. Below, the cypress forests at Highlands Hammocks is one of the most beautiful in the South.



Dead Men Do Tell Tales...

By *Vernon Lamme*

State Archaeologist



Skull of primitive man, estimated at over 2,000 years. Found at Marineland, September 29, 1939. Anthropologists from many sections of the Nation have placed their calipers on this skull and are still worried over its origin.

WITH hairy arms dangling at their sides and the tips of their horny fingers almost touching the shells of the beach, upon which they stalked, a thin line of beetle-browed, scowling creatures could have been seen returning, after a day's search for food, to their rude shelters constructed partly underground to protect their families from the blazing Florida sun. The full moon was lifting itself from the waters of the southern sea and one of the hairy ones might have been observed, standing to his full length, beating his breast. He probably bayed at the rising moon, and wondered. Here was man in Florida 20,000 years ago. And it is possible that even then he wondered as he admired the mellow glow of the moon. Wondered what it was all about. Even as we wonder.

The lips of these ancient people, who once roamed the fastness of the Florida jungle, are now dust. Their dreams are departed. Not a single word of their folklore is recorded. But they were men and women as we are. And while they probably did not tax their pygmy minds with the problems of their origin or their destiny, they did wrestle with the eternal problem of sufficient food and shelter for themselves and children.

That a tribe of Nomads, living almost exclusively upon sea food, once inhabited the sea coast of the part of North America now known as Florida, cannot now be doubted. Archaeologists have unearthed many of their bones and not a few of their implements and utensils.

These ancient people possibly did not know the art of making pottery of clay and shell. There is no trace of smoke or fire upon the tons of shells of the oysters and clams they devoured now found throughout the State. The remains of these aborigine are found *below* the remains of the later so-called American Indian.

The question immediately arises, "What was the arrival date of these very early primitives who first journeyed to Florida presumably to enjoy the warmer winters and the more abundant game?" This is an all-important but baffling question, and one which is taking practically all the time of the archaeologists today. The answer to this query may be found at Vero Beach in our own State, where the fossilized remains of primitive Man were recently found in close association with mammals of the late Pleistocene period. These were known to have lived in Florida from 20,000 to 35,000 years ago.

Scholars have long pondered over the birthplace of pre-historic man in North America. But the question even more pressing is "How long has Man lived in the Americas?" Until we find in America the skeletal materials of man as old as has been unearthed in Asia and Europe, we will be compelled to believe that he migrated to American shores, and the only course possible is across Bering Sea or possibly across the Aleutian Islands to Alaska. But when?

It has been established that the pagan and unschooled Norsemen landed on our eastern shores around the year



1000 A. D. Yet that Man was here seemed to have been of little importance to them. Columbus, the more learned, however, must have wondered consider-
(Continued on page 29)

Grief for the digger. Here is (top) the skull of an early Timucua Indian, with roots of the cabbage palmetto penetrating nearly every cavity crevice. From mound in Flagler County.

The author showing Judge Lowe of Tavanier, a specie of key conch found in the mounds in Flagler County.

Groups of dead men such as these have told many tales to the Florida archaeologists. Skeletal material unearthed near Marineland (right).



The noon whistle blows. Workmen leaving yard. Two C-2 freighters in background

\$56,000,000 For Florida Ships..

IF THE embattled democracies, as Prime Minister Winston Churchill predicts, win their first decisive victory on the watery wastes of the North Atlantic, future historians will be compelled to devote a page in their final reckonings to Tampa's incredible shipyard.

Beginning with only the ghost of a plant that played a major role in the Allies' victory in World War I, a little group of determined Floridians, ignoring the stiffest kind of competition, have been awarded three government contracts aggregating more than \$56,000,000!

They have built and launched six big cargo vessels. A seventh slid down the ways August 23. Another is rapidly nearing completion and new facilities are being constructed to build three huge destroyer tenders for the United States Navy. By the time you read these lines, more than 3,000 men will be employed at the Tampa Shipbuilding Company plant, adding a cool \$5,000,000 to the city's annual payroll. Add to this the millions spent for the countless supplies that go into the making of ships of iron and steel and you get a rough idea of the engineering miracle that has been unfolded on the shores of Tampa Bay.

It all began on May 31, 1938, when the company was awarded a contract by the United States Maritime

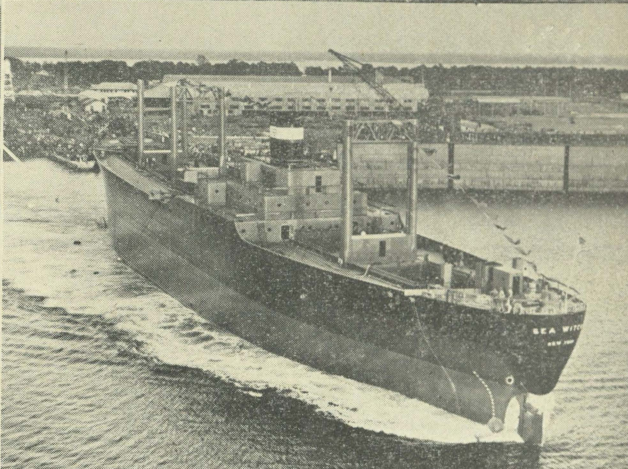
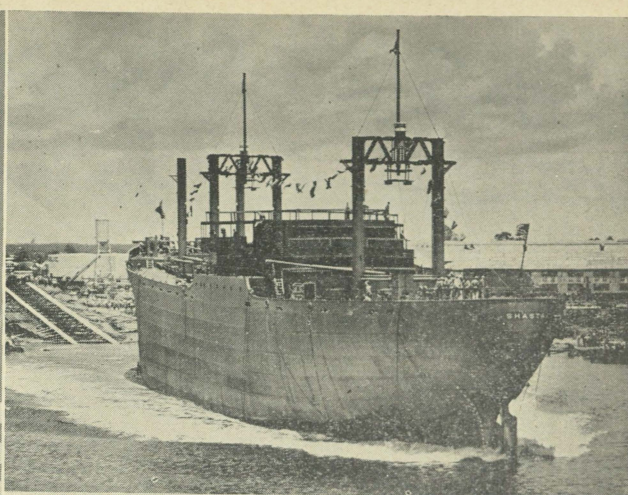
By Howard Hartley

Commission to build four C-2 cargo boats. These sturdy freighters, in case you want details, are tops in the American merchant marine. They

measure something over 450 feet over-all length, steel hull and Diesel power driven. Moreover, the building of the C-2's requires topflight craftsmanship to meet the high standards laid down by the commission. But the Tampa builders got a set of specifications, studied them and tossed in a bid. These Tampans, of course, knew they could build good boats. All they wanted was a chance to prove it, just as the Kreher boys proved it to the satisfaction of the government back in 1917-18.

Much to the surprise of everyone, including a lot of northern shipyards and excepting the Tampans, the Florida west coast yard got the contract. Exactly sixteen months later or on Oct. 30, 1938, the first of the original group of four C-2's—the Sea Witch—slid down the ways, her prow dripping champagne from a bottle cracked by Mrs. Emil Schram, whose husband was then director of the Reconstruction Finance Corporation but now spends his time running the New York Stock Exchange.

On adjoining ways, armies of workmen swarmed over the hulls of the Sea Witch's sisters—the Shooting Star, the Surprise and the Sweepstakes. And before the fitters

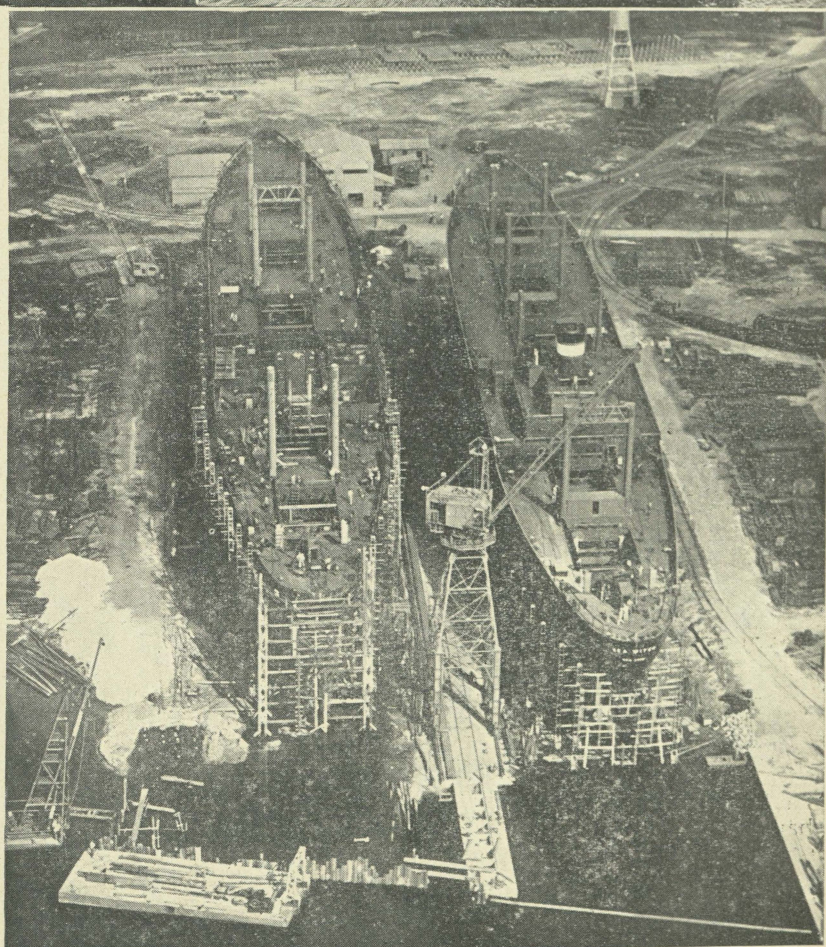


and chandlers had finished making the Sea Witch ready for her maiden voyage, the Shooting Star, christened by Mrs. Fred P. Cone, wife of the then governor, slipped majestically into the water on Jan. 10, 1940.

Much had happened during the interim. An Austrian paperhanger, named Adolf Schickelgruber, had hurled his Nazi legions across most of Europe. So only the Sea Witch, out of the six ships launched at the Tampa yard, today flies the merchant marine flag. From her forepeak flutters the pennant of the American Pioneer Line. All the others belong to the United States Navy. The Navy, too, will take everything else the Tampa plant builds and the yard offices glitter with Navy gold.

With the Navy's acquisition, too, came a change in the names of the other seven C-2's. It's an old Navy custom to name fleet auxiliaries (Continued on page 28)

Above, Mrs. Spessard L. Holland christens the "Shasta" by breaking a bottle of champagne on its prow. At right top, the "Shasta" is launched. Left bottom, the "Sea Witch," sister C-2 ship, takes the water. Below, aerial view of two freighters on the ways. Another freighter, the "Bellatrix," named after a star, was launched last month with Miss Sally Taliaferro of Tampa, the sponsor. One vessel, the "Electra," remains to be launched on the old program of shipbuilding before the new schedule is started.



Good Driver...

By Cassius J. Danell

In California Highway Patrolman

HEY DAD, How's about me driving the hearse to-night?"

"Son, I wish you wouldn't refer to our big car as the 'hearse,' it—well—it sounds more or less prophetic."

"O. K., Pops; how's about it?"

"No, I'm sorry. You will have to use the roadster. I'm going down to the duck club tonight and I am taking three of the boys with me. Oh, that reminds me, I won't be home until late Sunday night. Where are you heading for, Bill?"

"Well, me and Jack were thinking of going down to Monty's for a little hot foot with his girl friend. Of course, I'm taking——"

"Yes, I can guess. You have quite a case on her, haven't you son?"

"You said it, Dad; I'm crazy about her. If it's O. K. with you, I'll spring the big idea on her tonight."

"Don't you think you are a trifle—well, shall I say immature, to be thinking about marriage? You are only eighteen, Bill."

"Yeah, I know all about that; let's not go into it. You know you thought I was rather young last year when I wanted a driver's license. I haven't even got a dent in the fender of either of the cars yet, have I? I'm really a swell driver; every one of the kids say I am."

"I know. Possibly I am getting too far along in years to appreciate what you youngsters can really do. But it would sure break me all up if anything should happen to you. You are all I have left, Bill."

"Aw, forget it, Dad. Nothing is going to happen to me. Look how many guys are driving and nothing happens to them! Why, you sound like an old Granny. Come on, Dad, snap out of it. I might come right back at you and worry about you going out tonight. Don't be like that."

"Yes, perhaps you are right, but please drive carefully, Bill; for my sake. Oh, I suppose you will need some extra money?"

"No, thanks, Dad; I still got a few bucks left from my allowance."

"Well, here's an extra ten in case of emergency."

"Gee, thanks, Dad. You know you're the swellest Pop a guy ever had. If I was a girl I'd give you a smack."

"Why don't you, Bill? You haven't smacked me, as you call it, since you were a little fellow."

"Hold it, Dad; here it comes. But get this: I ain't no sissy."

"I'm sure you're not. You know, Bill, you have many traits that remind me of your mother; she was impulsive that way, too. Well, have a good time, son—and please drive carefully."

"Okey Doke, Dad. You have a good time, too. I'll be seein' yah Monday morning."

"Fine boy," Dad admitted to himself.

"Swellest Dad in the world," Bill thought as he raced out of the driveway and headed down the street at forty.

* * *

"Where am I?" the far-away voice was Bill's.

"This is the county hospital."

"Oh! Why am I here?"

"I don't know; they brought you in last night after the accident."

"Accident? What accident?"

"You were driving and got into a wreck with a big limousine that you were trying to pass on a curve, Mister Van Slack."

"You know my name?"

"Oh yes, indeed, we all know your father," the nurse explained.

"Gee, if that old fossil that was driving that heap hadn't got in my way everything would have been O. K. What happened to my car?"

"It was a complete wreck, according to the report."

"Gee! Now Dad sure will give me hell. Oh! How about the girl that was with me?"

"She hasn't been brought into the ward."

"That's fine. Oh, I remember now—that screw-ball driver smashed into me when I was passing that limousine. Did any of them get hurt?"

"I don't know. Here take this—and don't do so much talking. The doctor says you should be kept quiet."

"I want you to ring up my Dad. Tell him where I am. Tell him I'm O. K. Ask him to come down here as soon as he can. He'll get me out of this. Dad has plenty of influence."

"Open your mouth and take this. It will make you feel easier."

"I'm all right. Don't try to kid me. I want Dad; I want him right now. Take that stuff away."

"Listen, you spoiled brat; you will take this if I have to call in a deputy and pour it down you with a funnel! Now open up! You are in the county jail ward now, and we give the orders!"

"You mean I am a prisoner?"

"That's just exactly what I mean. Now take this."

"Wait until I tell Dad about this."

"I'm afraid even your dad can't help you—now."

* * *

"For your information, Mr. Van Slack, I am from the sheriff's office. I want a statement from you, but remember everything you say will be used as evidence."

"O. K., wise guy. I refuse to say anything until I see my Dad."

"What's your name?"

"_____"

"Your age?"

"_____"

"All right, that's your privilege. But if you refuse to speak it will be all the tougher on you at your preliminary trial."

"Trial? For what?"

"For three counts of murder in the second degree."

"What?"

"Yes, that will be the charge. You were drunk; you were exceeding the speed limit; (Continued on page 21)

Roadside Improvements...

T. B. Massie

Beautification Engineer
State Road Department

THE development of our highway system has gradually expanded the policy of roadside improvement which to a State like Florida is very important. 1,119,807 tourists in 451,535 private automobiles traveled over the State highways of Florida in the year ending June 30, 1937. They traveled more than 560,000,000 miles and spent more than \$128,000,000 in Florida. Since this traffic has grown each year it is safe to assume that in the year 1941 this traffic will exceed the above figure by 25 percent.

The first impression of a visitor in our State is very important and tends to establish his opinion of Florida and its opportunities. Long before the public recognized this important fact through tourist bureaus, the Florida State chamber of commerce and the Federated Garden Clubs, the State Road Department established a department of roadside improvement and the specifications for all new road construction provides for landscaping of the right-of-ways and sodding them with suitable lawn grass. This landscaping was developed with a three-fold purpose: (a) improved drainage to prevent undue washing of the fill, (b) unimpeded vision of the driving public, and (c) creation of a beautiful vista.

It has been found that stability of soil can be effected by proper recognition of the laws of gravity, which also combine harmoniously with proper beautification. One of the most important requirements in building a highway is proper drainage to prevent accumulation of moisture underneath the roadbed. And so, quite properly beautification lends itself to the development of a highway.

The treatment of existing roads has been more difficult. First, because the right-of-ways were usually more restricted and the earlier methods of construction did not contemplate the more modern developments of the right-of-way. However, some very constructive work has been done on existing highways by obtaining right-of-way on either side of the

road, where available, and a systematic treatment thereof for drainage and incidentally for beautification.

It is fair to assume that the results of this policy have been helpful in ripening public opinion on the general question of beautification of highways, and from public comment this sentiment has increased enormously in the past few years. A great deal of credit is due the various organizations composed of women whose chief interest is civic improvement, and through this source a great deal of material aid has been obtained in certain instances for beautifying highways located in the vicinity of these groups.

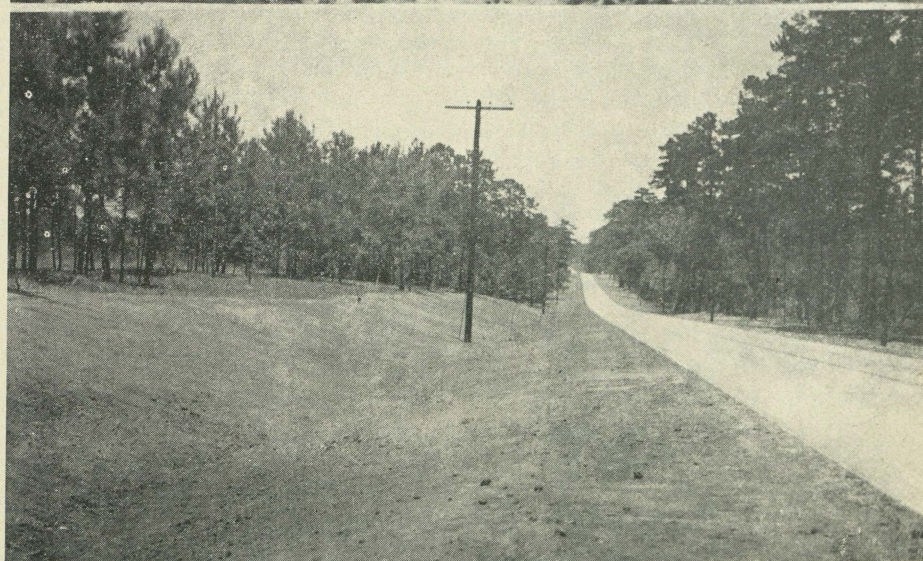
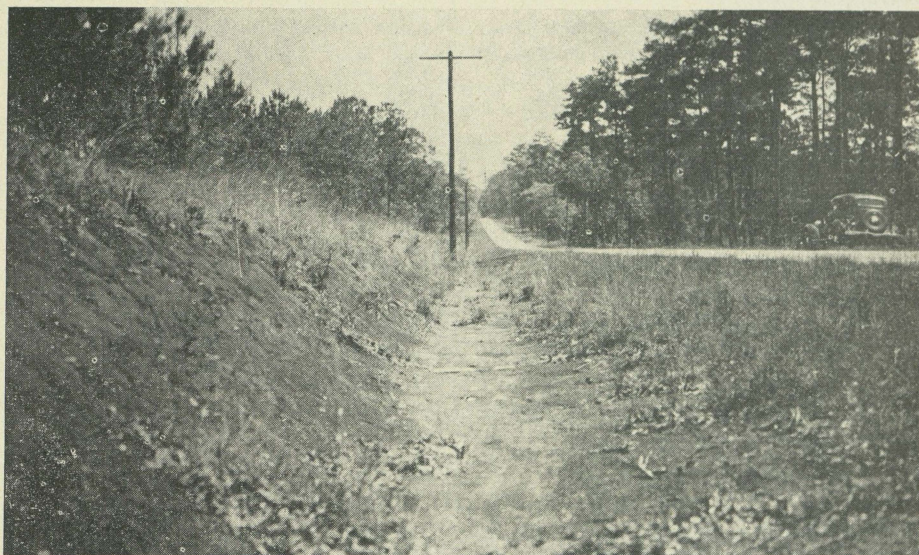
They have often obtained and planted shrubbery and trees which have added to the appearance of the

particular highway, and in fact in some instances have created a difficult situation for the department because they have created a demand for similar treatment over larger areas where the expense of such treatment would be beyond the proper functions of the State Road Department. In some cases the plantings have interfered with proper vision of the motorist and have had to be removed from close proximity to the highway in an effort to afford a greater safety to the driving public.

However, these individual contributions have been valuable, and with proper control will continue to be an important contribution to beautification. A notable example of such cooperation is seen on State Road

(Continued on page 19)

Before and after landscaping of shoulders



Today's Challenge of Safety...

By W. H. Cameron

Managing Director
National Safety Council

TODAY we realize as never before that we cannot spare the life of a single citizen to be lost through preventable accidents. We have need for the skillful productive labor of every mechanic, of every engineer, of every educator, of every truck driver, of every farmer and of every homemaker. Above all, we need the stimulating and organizing force of more leaders, who will take the tried and proved methods of accident prevention that have been worked out in every field and put them to use in solving today's special accident problems.

In 1939 motor vehicle accidents alone killed 32,600 persons in this country and injured more than 1,100,000 others. The tale of similar destruction for 1940 so nearly parallels that year that until the final statistics are gathered we shall not know whether a single life has been saved or a single injury prevented to reduce these appalling totals.

*Undoubtedly we agree that this annual slaughter, with all its accompanying wastes in money and property, should not be allowed to continue. We know, of course, that there are many factors responsible for this toll, each with its own degree of responsibility.

But we have learned in the years in which we have been fighting accidents to centralize our efforts—to select the critical points where the losses are the heaviest and mass our accident prevention forces there. These are the tactics of the leader of a successful army, who throws his battalions against a single point and turns the enemy's flank.

What is the most important and also the most vulnerable point of attack in this traffic problem? Surely it is the motor vehicle driver.

It has often been said that an old defective car on a hazardous road might escape accident if the vehicle were driven by a competent driver. It is also true that the best of vehicles upon a perfect highway may meet with disaster if driven by a reckless, stupid or incompetent person. In short, no vehicle and no roadway can be safer than the driver who operates the vehicle.

We do not, of course, underrate the necessity for better highways and for mechanically perfect vehicles. We are building better highways in every State, and the periodic inspection of all motor vehicles is a step in the right direction to remove the hazardous ones from operation. We do not forget, also, the stupidity and day-dreaming of the pedestrian, to keep them from unintentional suicide.

But I am certain that by more effective control of the erring driver we shall be able to make tremendous gains in lives saved and injuries prevented.

What shall we do to gain this control?

Today we realize as never before that the old lax method of turning a horde of new and ignorant drivers loose upon our streets and highways every year is not

only foolish but suicidal. Does industry give the operation of a high-powered machine into the hands of a green and uninstructed boy? How many weeks of instruction and supervision are considered necessary for the commercial driver before he is permitted to pilot one of industry's trucking units?

Driving a motor vehicle upon the public thoroughfares should not be considered an inalienable right of the individual, to be taken away only after he may have caused some disaster. It should be a privilege, bestowed only after the driver has been proved to be competent.

Some of our States do have a full comprehension of this sane point of view, and have a reasonable training program written into their laws. I believe that the day is coming when all of our people will be protected in a similar way. Undoubtedly it will save many lives.

One of the great weaknesses of our campaign for traffic safety is the difficulty of getting a tangible hold on the multitudes of drivers. It is true that some of them can be reached and influenced occasionally through automobile clubs, fraternal societies, business associations, women's clubs, and others. But this is only a casual contact; it is merely a shadow of the organizational influence that industry wields over its fleets of commercial drivers.

It is of the utmost importance, then, that we take advantage of every possible source of publicity to get the safety message across to the average man and woman who drives. I have been greatly encouraged during the past year or two with the cordial response of the newspapers, of radio and of other national sources of publicity to our intensified safety campaign. Safety today is news. The news stories and articles about accident prevention, the radio programs that feature great names in the cinema world, are all doing a fine job of helping to impress upon the general public the responsibility of each individual to do his part in the prevention of accidents.

One outstanding fact in the safety movement today is the undoubted dynamic influence of any organized group which definitely assumes a collective responsibility toward the prevention of accidents in its community.

I confidently foresee the day when this great fact will be realized by every community, when the leaders of that community will gather their energies together, and will set up a powerful organization for the safety of all its citizens. In that day the final battle against accidents of all kinds will begin.

Purchase of State's Supplies Is Placed On Basis of Cash

Purchase of supplies for State institutions went on a cash basis last month for the first time in several years. It will save 10 to 15 percent on purchases of supplies, according to Comptroller J. M. Lee.

The balance in the general revenue fund now stands at about \$1,000,000.

Highway Accident Report...

TWENTY-TWO persons were killed in 19 fatal accidents on Florida highways during August, according to report of the Florida Highway Patrol. Property damage in these and the 257 other highway accidents investigated by the patrol totaled \$68,919 and a total of 243 persons were injured.

Monday, with 71, proved to be the day of most accidents, according to the report. Tuesday was second, with 67. Forty occurred on Sunday, 30 on Thursday, 29 on Wednesday and 21 each on Friday and Saturday. Four p. m. appeared to be the fatal hour when 21 crashes came. Eighteen accidents were timed at 5 p. m., 17 at 3 p. m. and 8 p. m., 16 at 9 p. m., 15 at midnight and at 6 p. m., 14 at 11 a. m., 13 at 2 p. m. and at 7 p. m., 11 at 11 p. m., 10 at noon, 8 at 5 a. m., 8 a. m., 10 a. m., 1 p. m. and 10 p. m., 7 at 2 a. m., and at 4 a. m., 6 at 1 a. m., 6 a. m., 7 a. m. and 9 a. m. and 3 at 3 a. m.

Turning in the path of other traffic led the causes of accidents, 23 drivers coming to grief by this error in the rule of the highway, 19 accidents were caused by running off the highway, 17 by losing control, 14 by driving on the left side of the road, 13 by passing without being assured of clear distance, 12 by miscellaneous causes, 11 by failure to obey automatic signal and speed in excess of legal limits, 8 each by failure to obey stop sign and failure to yield right of way, 7 by speed excessive for weather conditions 5 each by failure to signal stop or turn, failure to stop within assured clear distance ahead, parking on highway obstructing passage and striking an animal, 1 each by cutting in and out of traffic, cutting in after passing, and passing at the crest of a hill.

Intoxication again led in the condition of drivers involved in accidents, 23 being in a drunken condition at the time of their crashes. Nine other involved drivers had been drinking, 12 were asleep, one was fatigued and another crash was caused by an unclassified condition of the driver.

Defective tires led the procession of causes of accidents in which the condition of the car was involved. Sixteen crashes were due to this condition, 8 had improper lights, 12 had defective brakes and other equipment defects, and one had an im-

proper load. Slippery pavement was involved in 12 accidents and one was caused by a low shoulder.

Two pedestrians were accident casualties walking in the roadway with traffic, two in crossing the highway in the clear, one in crossing the highway from behind a parked vehicle and one in getting off another vehicle.

ROADSIDE IMPROVEMENTS

(Continued from page 17)

No. 1 between Tallahassee and Monticello, where a great deal of the plantings were furnished by a large nursery of Monticello. A thought here suggests that other nurserymen located on other highways might well emulate the efforts in this particular instance. The highway from Tallahassee to the Georgia State line, toward Thomasville, is perhaps the most beautiful stretch of highway in Florida. The treatment here has been made by the skillful use of the natural growth of trees along the right-of-way, with careful sloping of the terrain, fully sodded with a carpet of green.

In 1941 the legislature recognized the State-wide efforts of the various chambers of commerce and the federation of Garden Clubs of Florida to beautify the highways by the elimination of unsightly signs. Senate Bill No. 15 was enacted into law and on October first became effective. Over a period of years this law will greatly improve the vision of the driving public.

Some years ago the Gulf Coast Highway Association was formed and has functioned ever since to promote a scenic highway from Pensacola along the Gulf coast to St. Petersburg. Governor Spessard Holland has shown great interest in the completion of this highway and it is rapidly being constructed. In September a considerable amount of

this construction was let and it will continue until completed. Its scenic attraction to tourists will only be exceeded by its value as a short cut over existing roads for traffic routed into the Florida west coast area from the middle west.

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Roads of Early Days in Florida . .

By W. T. Cash

WUST road I ever rode over," said Old Man Henry Walker, "wuz down in Taylor County a year or two before the Civil War. Some of us from 'round Valdosta wuz gwine down to Doliffs Creek on the coast, 'n' while before we got there, the road got so bad that some eggs mother'd put in a gourd and placed in the bottom of a barrel we had in our two-mule wagon, bounced clean out of the gourd, barrel, wagon 'n' all into the woods."

"Did you pick up the eggs?" asked one of Mr. Walker's listeners.

"I picked up all I could find," replied Uncle Henry.

Roads were indeed rough in the days of which Uncle Henry spoke, despite the apparently slight exaggeration of his story, not only in Taylor County, but in much of Florida; but they got even rougher later.

Even before the Civil War, when there were few railroads, there were some turpentine farms; mainly near navigable rivers and harbors which ships could enter; but after 1880, when Florida's great era of railroad construction began, the naval stores business grew by leaps and bounds and the number of sawmills multiplied. The hauling of gum and pine logs thereby occasioned just about ruined many settlement roads over much of the long-leaf pine area of Florida. Travelers would find that wagons had made numerous roads, an alternate succession of hills and hollows, compared with which the dips and rises on U. S. Highway 66 through New Mexico are flowery beds of ease and luxury. A good many public roads were also badly affected by the transportation of gum-filled barrels and pine logs, but their roughness was somewhat held in check by the semi-annual working of all public highways.

Strange to say, there was little complaint from the general public about road conditions and might not have been yet had it not been for the invention of the automobile. To the one in a thousand who suggested we might have something better came the reply, "You're trying to raise our taxes, and they're gettin' so high now we can hardly pay 'em."

The best roads Florida ever had prior to the opening of the twentieth century were built neither by State nor county. The Spanish government paid for Florida's first highway—a road from St. Augustine to a fort known as San Luis just west of the present Tallahassee—between 1680 and 1690. During the period the British ruled Florida, 1763-1783, a highway known as "The King's Road" was opened from New Smyrna by the way of the present Jacksonville into Georgia some miles beyond the St. Marys. Apparently, this road was paid for by subscriptions from some progressive east Florida settlers and one or more subsidies from the British government.

In 1823, Congress appropriated \$23,000 to build a road from Pensacola to St. Augustine, and the work on

this, which began in 1824, was completed in about three years. From Tallahassee eastward, the road was expected to follow "substantially" the line of the Old Spanish Road already mentioned. As a matter of fact, the general direction was the same as that of the earlier road, but by no means always was the exact route followed.

Less than ten years after the Pensacola-St. Augustine road was finished, the Seminole Indian War of 1835-42 began and this struggle forced the Federal government to build around 2,000 miles of roads in different parts of the territory, chiefly in the then nearly unsettled peninsula portion.

The greatest road builder of this unhappy period was General Zachary Taylor, commander at the battle of Okeechobee, December 24, 1837, and general-in-chief of the entire army in Florida from May 15, 1838 to May 6, 1840. Among his reports of accomplishments was the construction of 848 miles of wagon roads and 3,643 feet of bridges and causeways.

After 1850, there developed a great craze for the building of plank roads in Florida, not by the State or the counties but by private corporations who expected to profit from the tolls they would receive. At least a dozen plank-road corporations were chartered, but only two roads were even in part constructed.

Chief and probably most successful of these was a plank road from the town of Newport in Wakulla County, then a great trade center, into Georgia. This road apparently ran from Newport to a point a few miles south of Tallahassee, where it forked—one branch running to Tallahassee and the other as far as the Miccosukee section and, perhaps, into the edge of Thomas County, Georgia. I have seen printed figures saying that the road cost \$250,000.

The other plank road apparently partially constructed was projected to run from Lake City (then called Alligator) to Jacksonville. It is said that a part of this road was actually built.

It is probable that the toll traffic from which the builders of these plank roads expected to profit was mainly cotton, but there was apparently some use of the road from Tallahassee to Newport by buggies and carriages. I have heard that Dr. Turbutt R. Betton, a physician of this period, once drove the approximately twenty miles from the capital to Newport over the plank road in an hour and forty minutes, or at the rate of about twelve miles per hour.

It may be said here that there are sections of the bed of the old Newport plank road still quite easy to trace.

Had it not been for the Civil War, there is good reason to believe there would have been several hundred miles of plank roads built in Florida, but as private corporations would have done the construction and charged toll for the use of the highways, there is room for differences of opinion as to the benefits they would have conferred.

Such public roads as the territory and later the State possessed were, with the exception of the St. Augustine-

Pensacola Road and the King's Road of northeast Florida laid out under the general direction and supervision of the county commissioners of the different counties (for at least part of the time prior to statehood, there were no county commissioners, but the functions commissioners later performed including the supervision of public roads were performed by county courts). The State had nothing whatsoever to do with public roads, except that the legislature passed laws under which they were worked, i. e., kept supposedly fit for travel.

The county commissioners of each county divided that county into road districts, each of which was placed under the supervision of a road commissioner. Each road commissioner divided the public roads of his district into stretches or divisions averaging perhaps five miles, and over each of these was placed an overseer, to whom the commissioner furnished a list of names of those subject to road duty. It was also part of the duty of each road commissioner to see that the overseers of the various stretches of roads in his district had them worked properly. For many years, the only pay received by road commissioners was the honor conferred upon them, and exemption from road duty for a period of one year after their terms expired. After 1895, they were paid twelve dollars a year.

Before any road overseer worked his stretch of public road, he sent out summonses to all persons subject to road duty, living nearer this stretch of road than any other, a summons something like the following:

October 15, 189—

You are hereby commanded to be at the Jenkins Bridge on the Snake Bend Road, October 19, at the hour of eight o'clock a. m. with an axe for the purpose of working the road from said Jenkins Bridge to the Eleven Mile post and herein you shall fail not under penalty of the law.

John Doe, Overseer

Summonses always designated tools to bring. Some hands were required to bring axes, others hoes, others spades or shovels, etc.

Working the road occurred twice a year and, in general, was none too arduous a job, consisting mainly in filling hogwallows, building pine-pole causeways, cutting out high roots, digging make-shift ditches where drainage was needed, making new blazes on trees, etc. Usually, the work took up less than a day of time. Occasionally, there were road overseers who took their responsibilities more seriously and worked their stretches for two days or even the maximum three the law said could be required. In rather rare instances, a road commissioner would make one or more overseers have their hands do their work over.

Road hands could be made to work upon the roads as much as eight days in any one year. There are abundant reasons for doubting if the great majority ever worked more than one-third that much.

For most of the long period, roads were worked by hands under overseers, all able-bodied males, except those exempt, between the ages of eighteen and forty-five were subject to summons and service; but between 1822 and 1829, the age limits were sixteen and forty-five. From 1829 until after the Civil War, the age limits for whites were eighteen and forty-five but for slaves

and free negroes, the age limits were sixteen and forty-five.

Those who wanted to get out of road work could do so by paying one dollar for each day summoned. Ministers of the gospel, persons of unsound mind and those who could get certificates of disability from physicians were exempt from road work. Some, it is believed got these certificates who did not deserve them.

One must not suppose that our modern paved roads came easy. Pioneers in road improvement had to fight many obstacles, chief of which was the constitutional fear of taxes. One voter in Taylor County, when in 1915, the county commissioners wanted me to put a bill through the legislature providing for the issuance of \$100,000 in time warrants for road paving and improvement wrote me thus:

"They say we can haul more over the roads they'll build. My stock can haul all I can make now."

I opposed the time-warrant issue but not for the reason this voter did. I favored the people voting money for road construction, not delegating the power to obtain money to five county commissioners, and I wanted more money than \$100,000.

Next year, 1916, we voted bonds but there was tremendous opposition, one of our chief opponents being the president of one of our banks, who, by the way, was a former State senator.

In a West Florida county, I understand, the chief opposition to its initial bond issue came from the leading bank in the county, but it is pleasing to say the opposition was overcome.

Today, when practically everybody is for still more paved roads, it may be surprising to many that back of the fine system of highways we possess, there are long years of political struggle and opposition from those who preferred sandbeds and mud to slight increases in taxes.

GOOD DRIVER

(Continued from page 16) you crossed the double line on a curve; there were four in the seat of the roadster; and you were contributory and accessory to another fatal accident. Now will you give your version of the accident?"

"I want to see my Dad before I say anything."

"All right, you can see him."

"When?"

"Right now, if the nurse will give permission to have you wheeled onto the elevator."

"O. K., wise guy; let's go."

* * *

"Well, here he is, young fellow. Does he look natural?"

"Dad? — Dad — D-ad! Oh God."

"Yep, he was the 'old fossil' that was driving the 'hearse' that you crowded over the bank on that turn. Remember when you were in such a hell of a hurry to go nowhere? On this other slab is the girl friend; looks cute, doesn't she? That's her face that is all bashed in, not a beefsteak. You did a swell job, Bill! You sure are a swell driver. But I'm afraid it will be fourteen years before you'll have a chance to prove it."

Signs Come Down Off Highways

STATE Road Department workers last month began the removal of advertising signs from right-of-ways of State highways in accordance with the outdoor advertising law passed by the 1941 legislature. Setting back of signs which are within the 15-foot limit outside of right-of-ways will be delayed until a decision of the State supreme court on appeals made by two concerns which have for years used the highways as advertising media for their products.

In carrying out the provisions of the law, which makes the chairman of the State road department administrator, the division of outdoor advertising, under direction of William L. Hill, is making every effort to cooperate with advertising concerns and others who are the owners of signs and billboards which have salvage value. Many of the advertisers have voluntarily removed their signs while others owning valuable advertising boards have been notified by the division that they shall be removed if the owners wish to salvage materials. All metal signs are being preserved for contribution to the National defense metal conservation movement.

In a bulletin just issued by Director Hill he stresses that in every case where an advertiser is required to obtain a permit to construct, erect or maintain an advertisement, advertising sign or structure it is necessary that a separate application be filed for each on forms furnished by the division office and that the permit fee is at the rate of two cents per square foot for area on the face of each with a minimum fee of 50 cents if the face of the sign is less than 25 square feet.

The outdoor advertising law does not apply to advertisements within the corporate limits of cities and towns. Other exceptions to the law are noted in the bulletin as follows:

You are not required, under the provisions of Section 14 of the outdoor advertising law of 1941, to obtain a permit—

(a) If you own or lease a place of business outside of the corporate limits of a city or an incorporated town and desire to maintain signs advertising only the merchandise manufactured, produced, or sold at that place of business, and/or advertising only those services or entertainment sold or furnished at that place of business;

PROVIDED, such signs are located not more than 100 feet from that place of business on land belonging to the owner or to the lessee of that place of business.

Note: You are required to obtain a permit to maintain any such sign located more than 100 feet from that place of business, even though it be on land belonging to owner or lessee of that place of business.

(b) If you own or lease a farm (meaning land on which any agricultural, horticultural or kindred products of any character are produced or raised) outside of the corporate limits of a city or an incorporated town and desire to maintain

signs advertising only those things manufactured, produced, raised and

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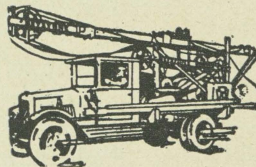
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Sales "EPCO" Service

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PHONE
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sold on that farm, and/or advertising only those services or entertainment sold or furnished on that farm;

Provided, such signs are located on that farm.

Note: You are required to obtain a permit to maintain any such sign located elsewhere than on that farm.

(c) If you own real property (meaning land or land and buildings thereon) outside of the corporate limits of a city or an incorporated town and desire to maintain a sign thereon advertising only that it is for sale or rent, or if you authorize another so to advertise it;

Provided, such sign is located on the property so advertised.

Note: You are required to obtain a permit to maintain any such sign if it is located elsewhere than on the property so advertised; or if it advertises more than: (1) description of the property; (2) it is for sale or rent; (3) price and terms; (4) name and address of owner or name and address of the person authorized to sell or rent it).

(j) If you maintain signs containing 2 square feet or less near a junction of two or more roads in the State Highway System denoting only the distance or the direction of your residence or place of business;

Note: You are required to obtain a permit to maintain any such sign if it contains more than 2 square feet, or denotes more than the distance or the direction of your residence or place of business.

In those cases where you are required to obtain permits to maintain signs, a separate application must be made for each permit accompanied by a fee at rate of 2 cents per square foot for area of face of the sign, with a minimum fee of 50 cents if 25 or less square feet.

It is requested that consideration be given the advisability of locating signs referred to in (a), (b), (c) and (j); (1) at least 15 feet beyond the outside boundary of highway

right-of-ways; (2) at least 100 feet from any church, school, cemetery; (3) not within 100 feet of any highway and/or railroad intersection.

Important—No advertising sign or advertising structure may be maintained on the right-of-way of any public highway.

RURAL HOUSING COMMISSION MEMBERS

Sixteen men and women will control activities for improvement of rural housing conditions in Central Florida, according to announcement of Governor Holland. They constitute the regional housing authority for Citrus, DeSoto, Hardee, Highlands, Indian River, Manatee, Marion, Martin, Okeechobee, Orange, Osceola, Palm Beach, Polk, Sarasota, St. Lucie and Sumter Counties.

Members of the authority are: H. B. Bassett, Floral City; Lewis Ambler, Arcadia; Leslie Hord, Wauchoula; J. E. Sims, Sebring; Walter Buckingham, Vero Beach; Walter S. Hardin, Bradenton; L. E. Futch, Ocala; John E. Taylor, Stuart; Charles L. Raulerson, Okeechobee; E. L. Brewton, Orlando; Mrs. M. R. Bovis, Kissimmee; Arthur Wells, Belle Glade; Ernest C. Smith, Bartow; Paul L. Osteen, Fort Pierce; George C. Shute, Sarasota, and G. D. Bridges, Sr., Bushnell.

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COUNTIES CONTINUE UNDER 1941 BUDGETS

County operations in counties which did not have their budgets complete by the first of the month are continuing on the basis of the 1941 budgets pending approval of the new financial setup under the 1941 full valuation assessment law.

State officials pointed out at the beginning of the month that there is ample provision for continuation of operations on the basis of the budget for the fiscal year immediately preceding but that in no case may such rates be exceeded.

In a recent opinion Attorney General Watson said that each county's share of the railroad assessment will be based on the proportionate amount of track mileage within the county. He declared that the State has no responsibility to furnish railroad valuations to municipalities.

Senile patients at the Florida State Hospital at Chattahoochee, now residing in a 100-year-old building, will soon be housed in a new \$75,000 nursery building authorized by the State cabinet.

COLLIER COUNTY HAS NO DELINQUENTS

Comptroller J. M. Lee pinned a rose on Collier County recently when he said that no delinquent taxes are owed in the county. Some counties, he said, have let delinquencies reach more than half a million dollars since the Murphy law became effective.

"Seventy-five percent of these delinquent taxes can be collected," he said.

DESIGNATES AERIAL GUNNERY RANGE

An area in Apalachee Bay, in the Gulf south of Tallahassee has been designated by the U. S. War Department as an aerial gunnery range of the Third Air Force.

Florida Farm Colony, Gainesville, will have a \$2,000 motion picture machine, according to recent action of the State cabinet. Ward remodeling to the extent of \$5,000 was ordered, while a request for \$12,000 for enlargement of the auditorium was referred to a committee.

COMMISSION NAMES ADVERTISING MANAGER

Granville Rutledge, New York, has been appointed advertising manager of the Florida Citrus Commission, succeeding L. W. Marvin, resigned.

The commission also has named Charles A. Stewart, Lakeland; A. S. Herlong, Leesburg, and Carroll E. Lindsey, Lakeland, to investigate government priorities and to secure the best possible rating for the industry.

City of Tallahassee did its bit toward National defense last month by purchasing \$50,000 in defense bonds out of its interest and sinking fund.

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WOMEN FLYERS WANT RECOGNITION

Florida women want to get into the civilian pilot training program.

This fact was demonstrated at a recent session of the "99 club," international organization of licensed women pilots in Tampa recently when Florida women pilots adopted a resolution asking the government to recognize them.

"We are all flying and studying as much as possible to be useful in the defense program," said Miss Vera Selt, Sarasota, a State chairman. "But we need some help from the government in learning to fly larger ships and to fly with instruments. That costs money and most of us cannot afford it."

The "99 club" was formed by Amelia Earhart and others in 1928. The Florida chapter was organized 18 months ago with five members. It now has 28 members, all with pilot's licenses.

OCALA DOES ITS GOOD DEED OF MONTH

Ocala won the good neighbor award of the month when that city contributed \$3,000 toward the purchase of land for the new Dunnellon airport. The airport was recently designated by the CAA as needed for defense purposes. An appropriation of \$250,000 has been made for grading and construction of runways.

Florida's five correctional institutions have been given the highest civilian priorities rating, according to OPM notification. The ruling covers repair and emergency work.

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SIXTEEN FLORIDA AIRPORTS IN LINE

Sixteen Florida airports will receive CAA funds totaling \$1,763,000 in the near future if tentative plans of Phillips Moore, district CAA airport engineer, are approved in Washington, according to announcement of WPA Administrator Harkness.

Cities and proposed CAA airport allotments are: Jacksonville, \$188,000; Lake City, \$162,000; Lakeland, \$100,000; Orlando, \$66,000; Ocala, \$70,000; Palatka, \$227,000; Pinellas County airport, \$150,000; Henderson airport, Tampa, \$125,000; Fort Myers, \$50,000; DeLand, \$96,000; Bartow, \$67,000; Leesburg, \$100,000; Marianna, \$60,000; Sanford, \$67,000; Winter Haven, \$50,000, and Manatee-Sarasota County airport, \$185,000.

HORN-BLOWING DRIVERS MENACE TO PEDESTRIANS

Automobile horn blowing does not decrease pedestrian accidents and may increase them, according to a report of injuries made by Jacksonville police in July, showing a decrease of more than 50 percent.

Jacksonville put on an anti-noise campaign during that month.

"There is no question but that the use of automobile horns less and brakes more accounts in large measure for the decrease in accidents," said E. G. Breedlove, chairman of the Anti-Noise committee of the Jax chamber of commerce.

The report showed 38 accidents in June and 13 for July.

HEADS REAL ESTATE COMMISSION

O. P. Swope, Orlando, has been reelected chairman of the Florida Real Estate Commission. Other members are O. A. Gane, West Palm Beach, and H. Jearin, Tampa.

Willard Ayres, Bartow, was appointed commission counsel and L. E. Broom, Orlando, secretary.

COL. YOUNG IS MACDILL COMMANDER

Col. Harry H. Young, a native of Germany who entered the infantry in New York in 1908 and served with aviation in the AEF in France in 1917, has been named permanent commander of MacDill Field, Tampa. He relieves Brig. Gen. Follett Bradley.

FLORIDIAN INTERESTED IN RAMIE PRODUCTION

Twenty-five hundred acres of State land, recently sold to E. B. Elliott, Miami, for \$15 an acre, will go into the production of ramie. The State agreed to a reduction of \$5 an acre on each 100 acres planted to this prolific textile plant. Elliott claims to have perfected a process for separation of the fibre from the plant.

FIRST BALE COTTON

W. H. Southcott, Jacksonville, bought the first bale of Sea Island cotton produced and ginned in Suwannee County for \$282.60. He pronounced it "extra quality, number one grade and well ginned."

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Millions For Defense . . .

Uncle Sam spent \$125,249,000 for National defense in Florida during the year ending June 30, 1941, according to the research division of the State chamber of commerce.

Studies reveal Florida contracts totaling \$24,529,000 by the army, \$74,028,000 by the navy, \$439,000 by the Civil Aeronautics Administration, \$15,892,000 by the WPA, \$2,064,000 by the USHA, and \$2,581,000 by the PBA for defense housing, \$809,000 and \$653,000 for defense training, and \$4,254,000 by the Reconstruction Finance Corporation.

During the seven-year period which ended with June 30, 1940, Uncle Sam made loans to Floridians at the rate of 19 and a half million dollars a year, he insured loans for Floridians at the rate of 11 and a half million a year, and himself spent money in Florida at the rate of nearly 56 and a quarter million a year, exclusive of defense costs.

For the fiscal year ended June 30, 1940 loans amounted to \$12,843,000, loans insured \$23,921,000, and expenditures \$49,234,000.

A breakdown on 1940 transactions shows that the Farm Credit Administration made loans in the sum of \$6,424,000; the Commodity Credit Corporation \$1,336,000; the Farm Security Administration, \$878,000; farm tenant "purchase," \$251,000; the Rural Electrification Administration \$860,000; the Federal Reserve Board, \$20,000; the Public Works Administration, \$886,000; the Reconstruction Finance Corporation, \$1,651,000; the Disaster Loan Corporation, \$175,000; and the Home Owners' Loan Corporation, \$362,000. These secured loans amounted to \$12,843,000. Federal Housing Administration insured loans amounted to \$23,921,000.

Selected Federal expenditures in Florida during the year ended June 30, 1940, totaled \$49,234,000. Of these, agricultural adjustments cost the Federal government \$4,792,000, rural electrification \$1,909,000, resettlement projects \$13,000, the purchase of surplus commodities \$1,143,000, soil conservation (regular) \$129,000, and land utilization \$273,000.

The Civilian Conservation Corps in Florida during the period cost \$2,689,000, the Indian service \$34,000, the Social Security Act \$3,469,000, the U. S. Employment Service \$621,000, the National Youth Administration \$1,192,000, the Public Roads Administration \$2,313,000, PWA non-Federal projects \$2,410,000, the Work Projects Administration \$23,543,000, and rivers, harbors and flood control \$4,711,000.

No Longer Be Afraid . . .

Florida's new tax program has headed off a sales tax and many forms of nuisance taxes which threatened the State's businessmen, according to Governor Holland in a statement to representatives of the Florida Tax Inquiry Council in Tallahassee recently.

"Business needs no longer be afraid of being jumped upon with unforeseen and confiscatory schemes for taxation," said Holland. "We have made a step of decided

progress and I believe all taxpayers will benefit financially because the increase of valuations and stronger collection provisions not only make for a more equitable burden of taxation, but also tend to reduce the burden for those who have heretofore paid their taxes regularly."

By declining two county schedules and in public statements in various parts of the State during the month Comptroller Lee made it plain that he will insist that every county reduce its present tax rate in proportion to the increase in assessed valuation resulting from the 100 percent assessment ordered by the 1941 legislature.

"The law provides and the legislature intended that the present tax millage shall be reduced in proportion to the increase in valuation," said Lee. "Except in the case of unusual expenditures required by some emergency, I small insist that the intent of the law be carried out. Before any budget or tax roll receives my approval, the millage must come down in proportion to the increase in assessed valuation.

"If we do that, we will preserve the confidence of the taxpaying public and the program will be a success. If we permit a miscarriage of the law and the people find it has meant a substantial tax increase, then the program is doomed to failure. It will work if given a chance."

NATURAL BEAUTY IN FLORIDA

(Continued from page 11) Continuing you reach the hammock. Here the vegetation is different from any previously seen because this, the tip of the Florida peninsula, lies within the tropic zone—the only place this zone occurs in continental United States. In the dim light of the humid forest you will see what is undoubtedly the strangest tree in North America. It is the strangling fig. When the seed of this tree lodges in a crevice of bark of another tree it sends branches up and roots down gradually enveloping and strangling to death the tree which supports it in its early life. The fig has thin, rather smooth light gray bark, and can grow to tremendous proportions, towering over the surrounding jungle, and looking like a mass of sinews.

Here, too, is the gumbo limbo, another forest giant. This one has shiny, copper-colored bark, and roots that resemble pythons writhing along the ground.

In this and several of the nearby hammocks are a few royal palms. Once there were many more, but fire has destroyed them. So tall are they that their heads are thrust high over the hammock, where their great fronds toss in the warm south wind. These stately giants of the palm kingdom are native to this one small area in all the United States, though they are common in Cuba and other tropic isles.

In the hammock too, are countless hundreds of air plants of all kinds. The forest is fairly filled with them clinging to tree trunks and branches and even to swinging vines, while on the ground you will find an endless variety of vegetative forms, among which are ferns with fronds ranging up to twenty feet in length.

A strange and beautiful land this, to one who wanders here for the first time—a land filled with fascination and interest. The person who comes away with an impression of monotony has failed to step outside the artificial world of man.

THE COVER

Aside from furnishing such scenes as that on the cover, Bradenton and Manatee County is the location of beautiful homes, extensive citrus groves and scenery that can be found no place but there.

Bradenton is approached from the north by a mile-long bridge from which may be seen the large municipal pier and picturesque yacht basin.

Near Bradenton is the colonial home of Robert Gamble where Judah P. Benjamin, Secretary of State of the Confederacy, took refuge at the end of the War Between the States.

The young woman in the picture is about to pick a papaya.

NEW SUMMER HIGH

August set a new summer high for gasoline sales in Florida, according to a report by Comptroller Lee. Sales totaled 33,548,626 gallons, compared to 33,453,459 gallons for July. August 1940 sales were 29,341,491 gallons.

In amount of sales high counties were, in order: Dade, Duval, Hillsborough, Polk, Pinellas and Orange.

One hundred volunteer women are on call in Massachusetts to assist in spotting air raids.

SCHOOL FUND GETS ALL BUT SIX CENTS OF LICENSE DOLLAR

Ninety-four cents of the dollar that the motorist spends for his license tag goes to the Florida State school fund for the operation of public schools. The other six cents goes to the Motor Vehicle Department expense fund.

The dollar that the motorist pays for title certificate goes to the Motor Vehicle Department expense fund.

The first licenses for automobiles were issued in 1906 for \$2, no plates. During the first two years but 296 licenses were issued, one-fourth of them in Daytona Beach.

A man by the name of Brand, living in Jensen, was issued the first No. 1 license because the then governor, the late Hon. N. P. Broward had no automobile. Metal plates were first issued in 1917.

CONDEMNS LAND FOR WATER SUPPLY

United States government became owner of 353 acres of land near Homestead through recent condemnation proceedings in Miami. The land will be the site of wells which will supply Key West with water through the aqueduct now under construction. Value of the property was estimated by Ralph A. Nard, acting Secretary of the Navy, at \$12,644.

DRAINAGE DISTRICT SUPERVISORS NAMED

Richard E. Knight has been appointed supervisor of the Tampa Interbay drainage district for a period of three years. Lem P. Woods is appointed for two years. Julian W. Cooper for one year.

FLORIDA FARM COLONY TAKES MORE LAND

The Florida Farm Colony at Gainesville has been authorized to buy 1,000 acres of land adjoining it. The land to be bought, at \$15 per acre, will permit the institution raising its entire meat supply.

Lakeland city council is considering raising its chamber of commerce advertising budget from 6,000 to \$15,000.

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\$56,000,000 FOR FLORIDA SHIPS

(Continued from page 15)

after mountains. Hence the Shooting Star became the Lassen. The Surprise, launched August 6, 1940 and christened by Miss Mary Trice Howell, daughter of George B. Howell, the company's president, was renamed the Kilauea. Miss Dorothy Clay Rampseck, daughter of the Georgia congressman, christened the fourth C-2, once known as the Sweepstakes, as the Procyon on November 14, 1940.

Meanwhile, test runs of the completed cargo boats had been so successful that the Tampa company got a contract to build four more of the same type and the first of these, the Ranier, was christened by Mrs. Robert Earle Anderson, wife of the finance director of the Maritime Commission, on March 1, 1941 and on July 9, 1941, Mrs. Spessard L. Holland, wife of Florida's governor, swung the bottle of champagne at the christening of the Shasta. The Electra, third of the second batch of C-2's was christened by Miss Sally Taliaferro on August 23, 1941 and the last of the series, the Electra will slide into the water sometime this fall.

The government is spending more than \$16,000,000 for these eight fine freighters. But experts, who have been aboard on the trial runs, claim finer vessels have never flown the Stars and Stripes. Bear in mind, too, when you measure the time between launchings, that the construction of a modern freighter, means the driving of myriad rivets, the fitting of huge plates with micrometer precision and ships are not delivered until fully equipped, right down to the last electric light globe in the captain's cabin.

The Tampa company's ships, in addition to seaworthiness and matchless construction, are models of comfort and convenience. Crews quarters are commodious, equipped with shower baths and the little niceties you'll find in many passenger vessels.

Because of the rigid Navy censorship that now shrouds the Tampa plant like a London fog, we can't tell you much about those three big tenders the shipyard will build for our fleets. We can, perhaps, tell you that it is costing the government something around \$2,000,000 just to put in the new facilities that will make their construction possible. This means, of course, that the old slips on which the C-2's were built,

are too small to take the new vessels. The new Navy contract, not including the new facilities, totaled \$40,000,000. Divide that by three and you have a pretty good idea what each of these tenders are costing Secretary Frank Knox's department.

Just what the tenders will be like is another subject on which the Navy prefers plenty of silence. But you won't be far off the target if you envision these ships as floating machine shops, ammunition carriers and filling stations, all rolled into one big compact steel hull. The tenders will do just what the name implies—they'll keep our destroyers, those sleek, swift terriers of the sea, on the job, whatever or wherever the job might be.

Now a word for the men, whose energy and initiative made all this possible. In the beginning—even in the days of World War I—there were the Kreher brothers—Ernest, Paul and Max. These pioneer Tampans submitted the bid on the first C-2's. But the yard grew beyond the Krehers' wildest dreams. New blood was needed and into the picture stepped George B. Howell, an executive of the Exchange National Bank and for years an outstanding Tampa business and civic leader. The reorganization of the company brought into the management Philip B. Brill, a veteran shipbuilder and former professor and economist of Yale University. Howell is president of the company and Brill is his vice president. The Krehers remain in advisory capacities and J. W. Gray, who held an executive post with the company in the old days, is secretary-treasurer.

The Navy's supervising personnel is headed by Commander D. W. Coe, who is supervisor of shipbuilding. Others in the detail are Lieut. Com. H. W. Pillsbury, senior assistant to the commander; Lieut. Com. Roy Cookson, engineering officer; Lieut. B. J. Haney, Jr., assistant engineering officer; Lieut. E. W. Edgerton, hull officer; Lieut. E. G. Crawford, plant expansion officer; Ensign L. M. Bradford, assistant hull officer, Ensign J. K. Ran-

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kin, general assistant to the supervisor of shipbuilding, and Ensign Robert T. Cosby, Navy cost inspector.

Because the Navy isn't taking any chances, it's almost as hard for an outsider to get inside the Tampa shipyard as for a Nazi parachutist to land in Trafalgar Square. But you can see the towering ways, cradling their huge hulls, from the gates just off Twenty-sixth street or, better yet, from the other side of the Estuary. There's something magnificent and mighty comforting about the ordered confusion, the mass of machinery, the swarms of workmen in their steel helmets and the staccato voice of the riveting machines. You see industrial Florida on the march and, if you listen carefully, perhaps you'll hear something like this: "Brr-brr-brr-brrr-up"—Three dots and a long dash! V for Victory!

DEAD MEN DO TELL TALES

(Continued from page 13)

ably about them, Columbus did not seem surprised when he encountered Man upon his new continent. He thought they were Asiatics. He called them Indians as he felt sure he had discovered a new route to India, and it was not until 1513, when Balboa discovered the mighty Pacific, that it was learned the continent of Columbus was an entirely new one and could in no way be accounted for by the sages of his time.

The later Spaniards were much more interested in the quest of gold than in the study of the inhabitants and little thought was given to them. Theories arose however, after a time, and many and varied were the opinions concerning the origin of these red men. Some believed them to have come from Egypt. Others mentioned the Phoenicians and there are some who still hold to the belief that the American Indian is all that is left of the Lost Tribes of Israel. In the early days, the scholars wanted to know only "Who were they?" and the question of time of their occupancy was never mentioned. We wonder, "How long have they been here?"

We, in Florida, have found at Vero Beach, the skeletal remains of

these ancients—20,000 years old. We are intensely interested in their history. We do not know who they were—from whence they came. Some day, possibly, we will know all the answers to these perplexing questions. It is the duty of the archaeologist to solve these problems.

Because our ancestors all migrated to America, we are apt to believe, too readily, that the first Man surely must have originated on some other continent. This may not be true. Many relics of early man in Florida have been unearthed which may lead to the belief that the first Floridians were the ancestors of the later Maya Indian of Yucatan and Guatemala. Insufficient research, however, has been made and nothing yet has been conclusively proven, but every year adds new evidence to that theory. I think the time will come when scientists will no longer be able to say "purely coincidental" when a new figurine is uncovered from a mound or a pot fragment, or sherd, is found as was recently, showing the typical Maya headdress in bold relief and with all the trappings of that most intriguing of the so-called Indians. We hope to soon be able to bury the arguments of the scoffers with an abundance of proof.

Just to mention a few of the relics of the ancient Maya which have come to light in our own State. Mr. Montagu Tallant of Brenton, found a little over one year ago in Glades County near Lake Okeechobee, a small gold figurine, unquestionably of Maya origin. It is possible in this case that some Spanish ship returning from Mexico, bound for Spain, might have been wrecked and a Caloosa Indian near the coast found the small idol, and, thinking it attractive, had it buried with his other trinkets and valuables.

In Manatee County was found, not so many years ago, a small object of gold which appeared to be a

knife blade with the handle shaped in the form of an ivory-billed woodpecker. We cannot claim the story of

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LAKELAND, FLORIDA

the shipwreck for this "find," as a similar article with the identical design was found in 1939 in Wakulla County by a group of boys. This blade, however, was made of copper and traced to the copper mines near Lake Superior which had been worked by pre-Columbian man for centuries.

At Marineland we have unearthed stone beads similar to those found in Honduras and Guatemala. Cushing, of Smithsonian Institution of Washington, while excavating at Caxambas on Key Marco in Collier County, in the late '90s, discovered that many of the freshwater clam shells had drawings upon them—drawings of crude men with the ever-present arm bands and earplugs of the later Maya. These would be pre-Maya. Even the original gold earplugs have been found in Florida.

The Florida Archaeological Survey, a State department, in excavations in Hillsborough County in 1936, located two of these Maya ornaments, each weighing almost an ounce. One of the first so-called perfect "banner-stones" found in Florida was uncovered recently near the Marineland "dig," and while these mysterious artifacts are found only in pre-historic mounds, the figures of the Maya found on stone in Yucatan and Guatemala all show these mysterious stones as part of the ancient headdress.

While we have made no comparisons with the measurements of the Florida pre-Columbian Indian and those of the Maya of Yucatan or Guatemala, we feel that the bones of these dead men will tell some tall tales. Dead men *do* tell tales to the archaeologist. The fragmentary remains of these people tell the archaeologist all that is known of their life and culture. We have learned from digging into the refuse heaps as well as the burial mounds many facts which in time will be placed together, making a complete picture of these ancients. We know the aborigine lived in family groups in huts built partly underground to keep off the direct rays of the summer sun. Their tools were of stone, bone and shell. With these they were able to cut down huge trees. They knew how to kindle and keep fire. The earlier groups knew how to make pottery of different kinds, some of which were beautifully incised. Pottery is one of the chief keys to the culture of a pre-historic people.

Food remains taken from the kitchen middens or refuse heaps show they ate animals, fish, birds,

insects, reptiles, and their sandstone mortars and pestles would indicate the grinding of grain and nuts. In Florida we find no remains of dog or other domesticated animal. That they believed in a future life is indicated by burials of weapons and food with their dead. We know they made clothing, weapons, tools, games and many ornaments for their persons. They ornamented their bodies with paints of red, brown and azure.

In southeast Florida we found skeletal remains which had been tinted red, probably to signify life. The bones of the dead men tell tales of battles and suffering from dread diseases. The dead men tell the physician and pathologist many truths. No arthritis with so much winter sun. The diet of sea food with its large amount of calcium and phosphorous shows in the bones. The teeth found in the dead along the seacoast are excellent—no caries or cavities, but there is evidence of pyorrhea on many of them. The dead men tell tales of battle and sacrifice; of religion and family affection; of ruthless abandon and actual killing of the aged. The dead reveal tales of capture of foreign women and, along the seacoasts, tales of brave men lost at sea.

Judging by the remains, the archaeological data reveals among others truths the fact that pre-historic man in Florida led a peaceful and rather comfortable life. There is no evidence of inter-tribal struggle or strife or any desperate effort to wrest a living from the country. Game was plentiful in the wooded areas, and fish abounded in the rivers and the ocean.

From the great numbers of bones found, the dead men tell us that the population of the Americas was large. It has been estimated by Spinden that the year 1200 A. D. saw 50,000,000 Indians in both North and South America with the densest, of course, in Mexico and the Andean

highlands. In North America an especially dense spot was in the Pueblo section and next to that area was Florida and other Gulf States. The colder central and northern States were rather sparsely settled, it is learned.

The subject of archaeology covers such a wide and varied field that it is naturally impossible to more than merely generalize in a short paper such as this one. We have learned, however, from the tales told by these venerable dead, that man has lived a long time in Florida—possibly 20,000 years or more and there has been a rise and fall in his culture, and his civilization was rising again at the time of the coming of the white man. For instance, the flaking and chipping on the stone arrow points and spear points of the Folsoman, found throughout the North American continent, is by far the most excellent work of its kind, and it was fabricated over 20,000 years ago. A degeneration of the culture then was noticed and about 2,000 years ago the handiwork of the primitives again showed improvement, and at the time of the Spanish explorers their art almost approached that of ancient Folsom ancestor.

All of this and much more, lead us to state that dead men *do* tell tales—and very interesting tales they are to those who care to read.

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Construction

Project	Road	County	Contractor	Amount
Bids received July 9				
5093 (2)-5095 (2)	90-84	Jackson	Faulk & Coleman	\$ 17,468.46
806-D2) (0107)	25	Hendry	McFarlin Const. Co.	7,872.46
613(2) (0113) (0717)-562-C(2) (0109)	5-8	Manatee, Sarasota & Highlands	McFarlin Const. Co.	35,669.40
5135(2)	163	Washington	Coggin & Deermont	27,921.92
5140(2)	62	Escambia	Smith Engr. & Const. Co.	8,972.89
1034-A(2) & C(2)	156	Hillsborough	Cone Bros. Contr. Co.	32,115.33
5193(3)	18	DeSoto	C. T. Felix	16,227.90
1060(2)-1061(2)-1062(2)	34-51	Hernando-Pasco	W. L. Cobb Const. Co.	46,418.75
FAGS 17-A(1)	2	Polk	Powell Bros., Inc.	119,421.81
FAGM 170-A(2)	2	Sumter	Powell Bros., Inc.	124,953.08
FA 117-A(1)	21	Volusia	M. J. Carroll Const. Co.	724,408.83
Bids received Jan. 21				
5155	270	Dade	Cleary Bros. Const. Co.	268,591.50
Bids received July 17				
SN FA 175-G(2) & SN FAGM 275-B(1) (ON)	8-A	Lake	Cone Bros. Contr. Co.	234,521.85
SN FA 131(3)-SN FA 131-D(1) & FAGH 131-C(1) Pt. 2	76	Leon	W. L. Cobb Const. Co.	203,728.35
Bids received July 24				
5374(4)	49	Baker	Norman P. Ives Const. Co.	29,563.55
658(2)	1	Holmes	Smith Engr. & Const. Co.	4,709.10
5125(2)-5458(2)-NRS 145(2)	6	Gulf-Calhoun	Emith Engr. & Const. Co.	59,836.64
5511(2) & 560(2)	52	Washington	Coggin & Deermont	9,573.15
5082(2)	90-20 & 6	Jackson-Calhoun	Faulk & Coleman	34,957.02
927(2)-5235(2)-501-C(2) & 657(2)	1	Jackson	M. C. Caddell	28,048.21
Bids received July 31				
5629(1) (detour)	26	Broward	E. A. Pyncheon	254,813.25
5101(3)	8	Polk	Jno. E. Ballenger Const. Co.	161,720.48
5209(2)	62-265	Santa Rosa	C. C. Moore Const. Co.	26,396.63
5122(3) & 5297(2)	166	Holmes	R. B. Tyler Co.	28,784.49
5468(3)	175	Wakulla	Smith Engr. & Const. Co.	49,985.36
Bids received August 14				
5637(2)	35	Madison	R. T. Gordon	25,693.90
Bids received August 21				
623(2)	28-3	Union-Duval	M. C. Caddell	16,284.39
715(2)-884(2)	5	Lee	Smith Service Co., Inc.	7,979.65
769(2)	73	Pinellas	W. H. Armston & Co.	18,895.35
985(2)	8	Highlands	Jno. E. Ballenger Const. Co.	58,354.97
5632(3)-5633(2)	50	Lafayette	Norman P. Ives Const. Co.	14,069.10
Bids received August 28				
5036(3)	127	Gadsden	Faulk & Coleman	34,059.59
Bids received Sept. 4				
5098(4)	365 & 341	Escambia	Noonan Construction Co.	225,826.26
AN FA 120-A(1)	81	Levy	Duval Engr. & Contr. Co.	357,221.75
FA 95-E(2) & 95-F(2)	363	Duval	Miller Electric Co.	15,427.15
Bids received Sept. 11				
5134(4)				

Materials

Bids received July 7	
SG NO. 8, Volusia—Tr. Timber & Piling...	Tampa Lbr. & Creos. Co.\$ 15,244.94
Bids received Sept. 10	
5640 & 5641—Cutback Asphalt.....	Mexican Petroleum Co. 57,400.00

Convict Supplies

Bids received June 30	
80 Doz. Salt & Pepper Gray Twill Shirts...	Surprise Store, Tallahassee@ \$12.69
190 Doz. Salt & Pepper Gray Twill Pants...	Surprise Store, Tallahassee@ 13.49
55 Doz. Salt & Pepper Gray Twill Coats...	Surprise Store, Tallahassee@ 13.46
20 Doz. Gray Whip Cord Shirts	Surprise Store, Tallahassee@ 10.29
60 Doz. Gray Whip Cord Pants	Surprise Store, Tallahassee@ 10.87
20 Doz. Gray Whip Cord Coats	Surprise Store, Tallahassee@ 10.92
	Total \$ 5,395.00

Printing

Bids received August 8	
2500 copies CONSTRUCTION SPECIFICATIONS	
1000 copies MATERIALS SPECIFICATIONS	
	Rose Printing Company\$1,738.50

Equipment

Bids received August 29	
Diesel Type Crawler Tractor	
Draw Bar H. P. 80 - fob Lake City.....	Seabrook Hardware Co.\$7,050.00
Diesel Type Crawler Tractor	
Draw Bar H.P. 35 - fob Cocoa	Epperson & Co., Tampa 3,871.00
1941 Model Gasoline Crawler Type Full Swing Dragline - ½ yd. fob Tallahassee..	Llewellyn Machinery Corp. 6,143.65
1941 Model Gasoline Crawler Type Full Swing Dragline - ½ yd. fob Alachua	Llewellyn Machinery Corp. 6,143.65
1941 Model Gasoline Crawler Type Full Swing Dragline - ½ yd. fob East Palatka..	Llewellyn Machinery Corp. 6,143.65
Bituminous Distributor - 1000 Gal. mounted on Heavy Duty Truck 3 ton fob DeLand..	William Day, Orlando 6,025.00
Gasoline Portable Tandem Roller, 2 tons - fob Tampa	Epperson & Co., Tampa 1,447.50
Model R-7-X LaPlante-Choate Trail-Build-er, or equal - fob Tampa	Burgman Tractor-Equipment Co. .. 1,500.00

HIGHWAY BOARD MINUTES

(Continued from page 3)

Escambia	341	5530 Ext.
Escambia	341	5568
Holmes	186	5581
Jefferson	42	738
Santa Rosa	341	5542
Wakulla	10	1150
Walotn	40	734-B
Walton	358	5592
Fourth District		
County	Road	Project
Dade	341	5627
Dade	370	5625
Monroe	4-A	107-A
Fifth District		
County	Road	Project
Brevard	44	5641
Brevard	119	1122
Brevard	140	5510
Lake	2	FA 13
Lake	8-A	275
Volusia	44	5640
Volusia	140	5509

MUNICIPAL CONNECTING LINK ROADS

The Chairman brought before the meeting the matter of the designation of Municipal Connecting Links for the various State roads maintained by the Department, as provided in Chapter 20218, Laws of 1941. Mr. Cannon reported that the Engineering Department had compiled the necessary data.

After due consideration and discussion it was agreed that it would be impracticable to properly designate such connecting links at this meeting.

On motion of Mr. Townsend, seconded by Mr. Stockton, it was resolved that each Member would consider the recommendations to be furnished by the Engineering Department and make up a list of proposed Municipal Connecting Link Roads for his

district, to be submitted for the approval and acceptance of the Board at an early meeting.

SUPPLEMENTAL BUDGET

On motion of Mr. Townsend seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED, that the projects listed in the Supplemental Budget prepared and considered at this meeting, be and the same are hereby approved and adopted by this Department, with full authority to make commitments against the projects listed therein, during the remainder of this fiscal year.

BUDGET ADJUSTMENT FIGURES

On motion of Mr. Hector, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the statement from the Auditor's office furnished to the Members at this meeting, showing the proposed budget adjustment figures as of August 31, 1941 and the allotment on a 20% basis to each District of the estimated additional revenue for the balance of the budget year totaling \$2,527,737.95, be and the same is hereby accepted and adopted by this Department.

INDIVIDUAL FIDELITY BONDS FOR CERTAIN EMPLOYEES

On motion of Mr. Townsend, seconded by Mr. Hector, the Board voted to go on record as favoring the requirement of individual fidelity bonds covering Department employees in charge of stores, inventory or merchandise in maintenance warehouses.

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Stockton, seconded by Mr. Townsend, the following supplemental agreements were approved and the Chairman authorized to execute same:

Construction

Project	Road	County
5155	270	Dade
5134(2)	363	Duval
5520(2) & 5521(2) (5484)	261	Clay-Bradford
5158(2)	79	Polk
5026(5)	69	Lafayette
5324 & 5332	2 & 25	Lee
5324 & 5332	2 & 25	Lee
FAS 126-B(1)	164	Collier
SN FA 116-A(1) & FAGM 55(1)		
(OFF)	5 & 36	Citrus
5594(2)-5593(2) 5595(2)-5596(2)	5	Charlotte-Lee
175-K(1)	8-A	Lake

Contractor	Net Increase
Cleary Bros. Constr. Co.	\$ 26,859.15
T. A. Loving & Co.	2,170.00
W. L. Cobb Constr. Co.	3,116.82
W. L. Cobb Constr. Co.	997.28
J. D. Manly	3,275.00
Jno. E. Ballenger Constr. Co.	0.00
Jno. E. Ballenger Constr. Co.	116.33
Ryan Construction Co.	375.00
W. L. Cobb Constr. Co.	800.00
Hubbard Constr. Co. (Decrease)	3,164.90
Ebersbach Constr. Co.	550.71

ILLNESS OF MR. BUTT

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the Members of this Board do express to Mr. Butt our sympathy in his continued illness and our

sincere hopes for his speedy recovery.

ILLNESS OF MR. DOWLING

On motion of Mr. Hector, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the Members of this Board do greatly rejoice in the

news of Mr. Dowling's improvement in health, and assure him of our wishes for his continued progress toward an early and complete recovery from his recent illness.

PAVING AT FARMERS' MARKETS

On motion of Mr. Stockton, seconded by Mr. Hector, the Members adopted as their policy to discontinue maintenance on any projects that have been constructed in and around Farmers' Markets, and to construct no new paving for similar projects.

EXPEDITION OF PREPARATION OF PLANS ETC.

BE IT RESOLVED that the Engineering Department be and it is hereby requested to make a thorough study of the present

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set-up for work incidental to the placing of projects under construction, with a view to reducing duplication of such work and the expedition of the preparation of plans, etc., the suggestion being offered that larger assignments of this work be given to the Division offices.

ENLARGEMENT OF THE MARTIN BUILDING

On motion of Mr. Townsend, seconded by Mr. Hector, the Chairman was authorized and instructed to employ Robert L. Weed, of Miami, as architect to make recommendations and prepare preliminary plans for the alteration of and addition to the Martin Building, official headquarters for the State Road Department at Tallahassee.

OVERSEAS HIGHWAY

Attorney T. M. Shackleford made a report to the Board with reference to the progress being made on the Overseas Highway. He said there would be a meeting of the new Board of Commissioners of the Overseas Road and Toll Bridge District on September 27 and at that meeting some definite policy would be decided. He stated that the estimate for the completion of the new construction of this highway on the old Florida East Coast Railway right of way was approximately two and one-half million dollars, and it was believed that with a refunding of the present bonds at a lower interest rate, and with the use of the Second gas tax funds of Monroe County and help of the State Road Department, and probably help from the Federal Government, this road could be built with no increase in present tolls. He said that this road is classed as part of the Strategic Network and also as an Access road.

FOOD REFRIGERATION AT CONVICT CAMPS

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, mechanical refrigeration is believed to be equally as economical and to furnish better service in the preservation of foods, therefore

BE IT RESOLVED that as the ice refrigerators in the convict camps become worn out and in need of replacement, that this Department will purchase mechanical equipment for their replacement.

PICTURES FOR DIVISION OFFICE BUILDINGS

On motion of Mr. Stockton, seconded by Mr. Hector, authority was given for the purchase of a large tinted photograph of Governor Holland to be hung in each of the five Division office buildings.

REMUNERATION TO ATTORNEYS FOR SPECIAL SERVICES

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the Department pay the sum of \$750.00 to T. M. Shackleford and LaMar Sarra for special services rendered during the Legislature over and above those contemplated by the original employment but rendered pursuant to specific authorization of the Department.

WORKMEN'S COMPENSATION

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

BE IT RESOLVED that the Chairman

Watch your step—and the other fellow's driving.—*Times-Union*.

IN FORT WALTON IT'S THE MAGNOLIA BAR & CAFE

Florida Drum Co., Inc.

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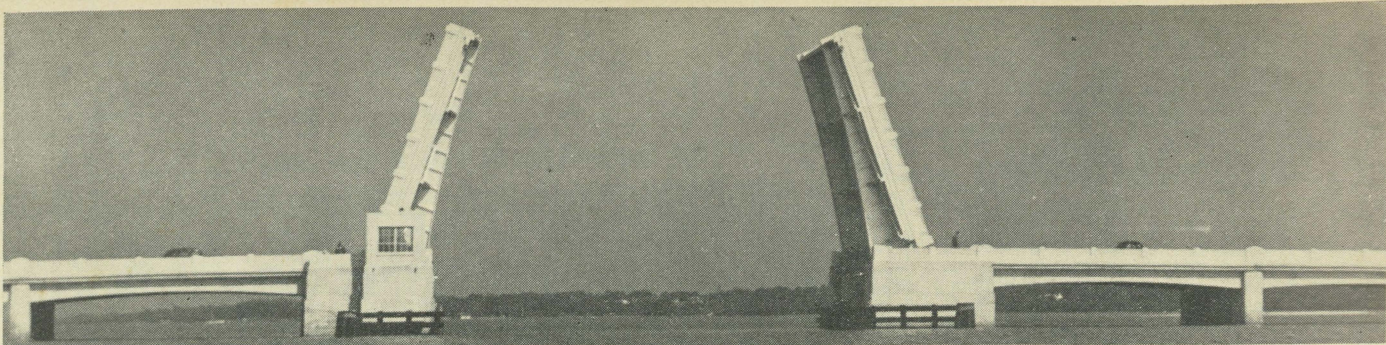
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Central Avenue between St. Petersburg and Treasure Island Beach, Florida
BETTER CONSTRUCTION AT LOWER COST

THE AETNA STEEL CONSTRUCTION COMPANY

JACKSONVILLE, FLORIDA

and Auditor be and they hereby are authorized and instructed to proceed with the plan for workmen's compensation in order that sufficient data and proposals can be submitted to the Board at a subsequent meeting.

REQUESTS

The Secretary presented to the Board the written requests received from counties and cities, as follows:

DeSoto City—A resolution from the City Commissioners of DeSoto City asking for maintenance of Road 59 from Bassenger to intersection with U. S. Route 19, now under construction.

Duval County—A resolution from the County Commissioners of Duval County offering full cooperation to the Department in the using of the approximate sum of \$689,000, the Surplus Gas Tax Fund of Duval County.

Also resolutions from Jacksonville Beaches Chamber of Commerce, the Lions Club of Jacksonville Beach, the Board of County Commissioners of Duval County, and letters from W. S. Johnson, Manager of the Jacksonville Chamber of Commerce, I. D. Sams, Mayor of Jacksonville Beach, John T. Alsop, Jr., Jr., Mayor of Jacksonville, B. E. James, President of the Kiwanis Club of Jacksonville, all asking for the completion of Road 376, known as the Hogan Road.

Town of Lantana—Resolution from the Town Council asking for maintenance on certain streets, designated by the Council as Municipal Connecting Links under Chapter 20218, Acts of 1941.

Levy County - Gilchrist County—Resolution from Board of County Commissioners of Levy County and County Commissioners of Gilchrist County, requesting the survey of Roads 77 and 77-A, and for the Department to make choice between these two roads and begin construction.

Pasco County—Resolution from Board of County Commissioners of Pasco County regarding location of Road 15 through or near the cities of Port Richey and New Port Richey, and south to the Pinellas County line.

Highlands County—Resolution from County Commissioners urging early completion of survey and adoption of location for U. S. Route 19, in order that right of way may be acquired before property valuation is raised.

Safety Harbor—Letter from City Clerk containing request of City Commission asking for maintenance of streets to serve as connecting links.

Suwannee County—Resolution from County Commissioners asking that the Surplus Gasoline Tax Revenue for that county be used on the Bridge over the Suwannee River on Road 69 near Luraville.

The Members gave attention to the reading of these requests but no action was taken at this time.

ADJOURNMENT

On motion of Mr. Hector, seconded by Mr. Stockton, the meeting was adjourned.

Hearty Greetings and Good Wishes

To All Members And Officers of the

FLORIDA STATE HIGHWAY PATROL

We congratulate you on the splendid opportunities that are yours to make highway travel safe thru friendly, courteous law enforcement.

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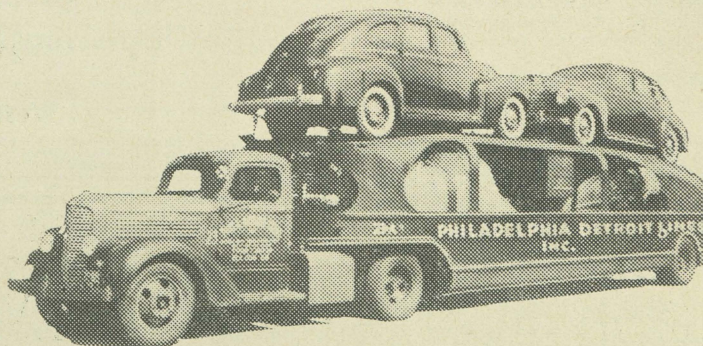
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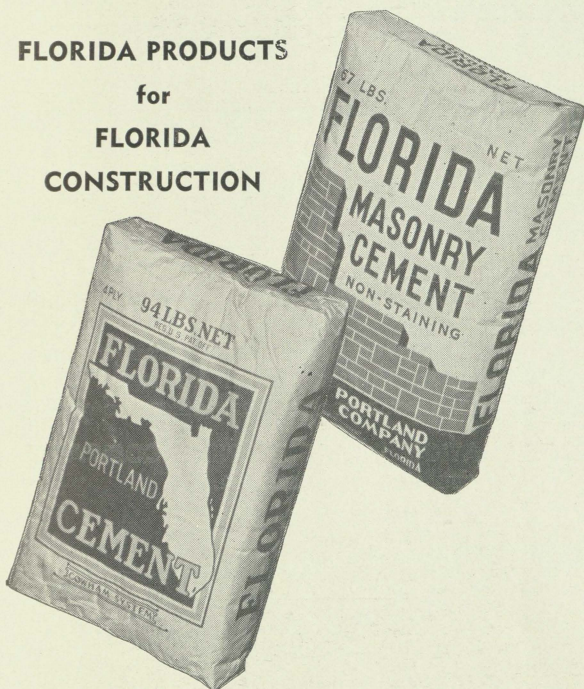
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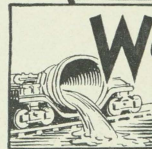
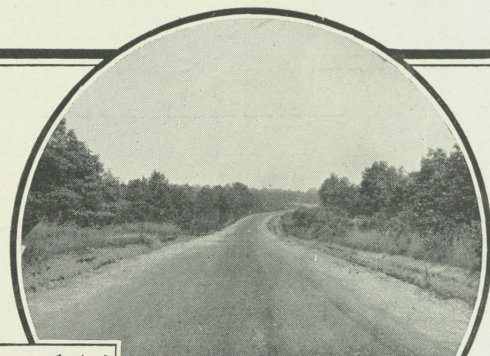
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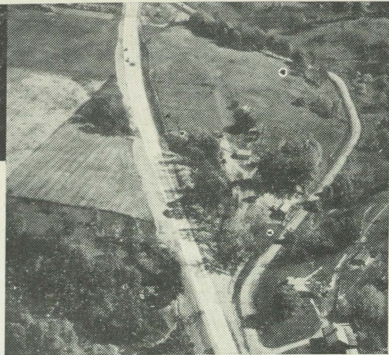


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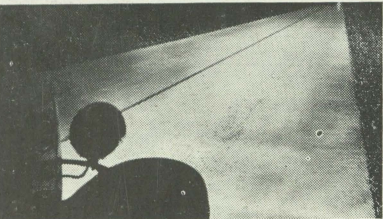
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Relocation of U. S. Route 42 in Morrow County, Ohio. Dangerous turns eliminated. All-weather safety assured with concrete.



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NEEDED: More roads with built-in safety — that make it hard for accidents to happen!

Only as this is achieved, can we hope for traffic safety campaigns to bear full fruit and the accident rate to continue downward.

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Highway engineers know how to make roads safe by removing physical hazards, providing adequate widths and sight distance, proper alignment, grade and highway separations.

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For safety, concrete's gritty-textured surface is skid-resistant, wet or dry; remains permanently even and free from bumps, ruts, waves and other hazardous defects.

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